

URBAN/MUNICIPAL

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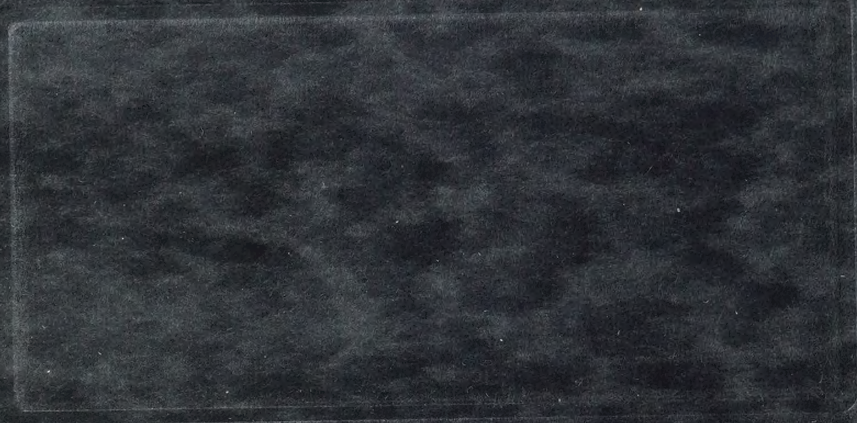
H18

1996

AGENDA
OF THE
HAMILTON REGION AIRPORT
MANAGEMENT BOARD

January 11/96- SEPT. 12/96

Airport now managed
by TradePort International



URBAN/MUNICIPAL
CA3 ON HW 265
H18
1996

HAMILTON REGION AIRPORT MANAGEMENT BOARD

A G E N D A

URBAN MUNICIPAL

DATE: Thursday, January 11, 1996

JAN 8 1996

TIME: 8:30 o'clock a.m.

PLACE: Hamilton Airport Terminal Building

GOVERNMENT DOCUMENTS

1. GENERAL

- a) Declaration of Interest re: Municipal Conflict of Interest Act
- b) Minutes of the December 14, 1995 meeting of the Hamilton Region Airport Management Board

2. CONSENT AGENDA

2.1 Sublease Renewal - The Champ Car Inc., dba Avis Rent-a-Car (AIR 96-002)

- a) That the application of Avis Rent a Car to renew their current sublease, consisting of 4.0 square metres of counter space in the Terminal Building, and six (6) car parking spaces located east of the Terminal Building, be approved, subject to the following:
 - i) That the applicant enter into a Supplemental Agreement for the term of one (1) year commencing on January 1, 1996;
 - ii) That the rental rate of 4.0 square metres of counter space and six (6) car parking spaces be established as follows:
 - aa) 4.0 square metres of counter space at \$441.15 per square metre per annum, and the rental rate for six (6) car parking spaces be established at \$13.45 per car per month, resulting in a net annual rental rate of \$2,733 which is to be paid in monthly instalments of \$227.75, plus realty taxes, commencing January 1, 1996 and subject to any future Transport Canada rental rate increases;

- bb) That in addition to the net rent, there will be an annual Airport Administration/Maintenance fee of 10% applied, as well as a Goods and Services Tax of 7%, therefore resulting in an annual rent payable of \$3,216.74, or \$268.06 to be paid in monthly instalments;
- iii) That the monthly rent for the counter space be credited to Office and Shop Space Account No. 1-46007-343199, and the related car parking spaces credited to Car Parking - Car Rental Account No. 1-45019-343199, and the monthly Administration/Maintenance fee credited to Account No. 1-45137-343199;
- iv) That the applicant be required to provide the Region with the necessary Comprehensive and Liability Insurance in the amount of \$1,000,000, naming the Region and Transport Canada as additional named insureds;
- v) That a thirty-day (30) termination clause be included in the Supplemental Agreement for both parties;
- b) That the Regional Chairman and Regional Clerk be authorized and directed to execute the Supplemental Agreement on behalf of the Region, in a form satisfactory to the Commissioner of Legal Services.

**2.2 Sublease Renewal - United Parcel Service of Canada Ltd. (O.H.P.T. Building)
(AIR 96-003)**

- a) That the application by United Parcel Service of Canada Ltd. to renew their current sublease for the premises known as the Ontario Hamilton Project Team (O.H.P.T.) Building, consisting of 206 square metres and 1,251 square metres of related land for staff vehicle parking, be approved, subject to the following:
 - i) That a Supplemental Agreement be entered into between United Parcel Service of Canada Ltd. and the Region of Hamilton-Wentworth for a term of one (1) year, commencing March 1, 1996;

- ii) That the current rental rate of \$82.12 per square metre per annum be charged for the OHPT Building, which consists of 206 square metres, and that \$2.60 per square metre per annum be charged for 1,251 square metres of related parking area, resulting in a net rent of \$20,169.32 per annum, or \$1,680.78 per month, subject to any future Transport Canada rental increases;
- iii) That in addition to the net rent, there will be an annual Airport Administration/Maintenance fee of 10% applied, as well as a Goods and Services Tax of 7%, therefore resulting in an annual rent of \$23,739.29, to be paid in monthly instalments of \$1,978.27 per month;
- iv) That the applicant shall pay all applicable taxes commencing March 1, 1996;
- v) That the monthly rent for the OHPT Building be credited to Office and Shop Space Account No. 1-46007-343199, and the related parking area credited to Land Rental Account No. 1-46006-343199, and the monthly Administration/Maintenance fee credited to Account No. 1-45137-343199;
- vi) That the applicant be requested to provide the Region with the necessary Commercial General Liability Insurance, naming the Region and Transport Canada as additional named insureds;
- vii) That a thirty-day (30) termination clause be included in the Supplemental Agreement for both parties;
- b) That the Regional Chairman and Regional Clerk be authorized and directed to execute the Supplemental Agreement on behalf of the Region, in a form satisfactory to the Commissioner of Legal Services.

3. DELEGATIONS

- 3.1 Glenn and Lori Power to appear before the Board respecting night time flights at Hamilton Airport

4. DISCUSSION AGENDA

4.1 Cleaning and Maintenance Services for Hamilton Airport (AIR 96-001)

That pursuant to Regional Purchasing Procedures, the Acting Airport General Manager be authorized and directed to request the City of Hamilton Purchasing Department to issue an Open Purchase Order to Janitorial Development Inc. to provide cleaning and maintenance services at the Air Terminal Building and Meteorological Office at Hamilton Airport, subject to the following:

- a) That the Open Purchase Order may be terminated by the Region at any time in the event either of the Air Terminal Building and Meteorological office is demolished, sold, transferred, leased or otherwise discontinued as a facility of the Region or in the event the function, mandate or program carried out from such building or facility is transferred to a private operator by any means whatsoever;
- b) That the Open Purchase Order be issued at a cost of approximately \$55,913.55 (PST included and GST extra) for the period of January 1, 1996 to July 31, 1996, to be paid in monthly instalments;
- c) That this amount be charted to Air Terminal Building - Cleaning Account No. 1-56928-343102.

4.2 Verbal Update - Airport Privatization

4.3 Discussion of Consent Items

5. ADJOURNMENT

1/6

MINUTES OF THE HAMILTON REGION AIRPORT MANAGEMENT BOARD

The Hamilton Region Airport Management Board met at 8:30 o'clock a.m. on Thursday, December 14, 1995 in the Airport Terminal Building, Hamilton Airport.

Present: Chairman (Mayor) G. Etherington
Vice Chairman K. Gregg
Regional Chairman T. Cooke, Councillors F. D'Amico, D. Ross,
A. Sloat, D. Wilson; G. Bryant, J. Monaco, J. Mongeon,
W. Scarth, T. Cronmiller

Also present: Messrs. B. MacSween, J. D. Thoms, R. Menagh, L. Rafferty;
Mmes. J. Furlani, M. Thompson, C. Biggs

1. GENERAL

- a) **Declaration of Interest** re: Municipal Conflict of Interest Act
- b) **Minutes** of the November 9, 1995 meeting of the Hamilton Region Airport Management Board

(Mongeon/Scarth)

Be received and adopted as presented.

CARRIED.

2. CONSENT AGENDA

(Ross/Sloat)

2.1 **Renewal of Sublease No. 144993 - Morningstar Air Express Inc. (AIR 95-052)**

- a) That the application of Morningstar Air Express Inc. to renew their current sublease consisting of 14.4 square metres of office space located in the Terminal Building, be approved, subject to the following:
 - i) That the applicant enter into a Supplemental Agreement to Sublease No. 144993 with the Region, in a form satisfactory to the Commissioner of Legal Services and Transport Canada;
 - ii) That the agreement have a term of one year commencing November 1, 1995 until October 31, 1996;
 - iii) That the rental rate for 14.4 square metres of office space be established as follows:

- aa) 14.4 square metres of office space at \$120 per square metre per annum, resulting in a net rent of \$1,728 per annum or \$144 per month, subject to any future Transport Canada rental increases;
- bb) That in addition to the net rent, there will be an annual Airport Administration/Maintenance Fee of 10% applied, as well as a Goods and Services Tax of 7%, therefore resulting in an annual rent of \$2,033.86, to be paid in monthly instalments of \$169.49 per month;
- iv) That the monthly rent for office space be credited to Office and Shop Space Account No. 1-46007-344199, and the monthly Administration/Maintenance Fee credited to Account No. 1-45137-343199;
- v) That the applicant be required to provide the Region with the necessary Comprehensive and Liability Insurance in the amount of \$1,000,000, naming the Region and Transport Canada as named insureds;
- vi) That a thirty-day (30) termination clause be included in the Sublease for both parties;
- b) That the Regional Chairman and Regional Clerk be authorized and directed to execute the Supplemental Agreement on behalf of the Region, in a form satisfactory to the Commissioner of Legal Services.

2.2 Starber-Fritz Companies Sublease of Office Space (AIR 95-050)

- a) That the request of Starber-Fritz Companies to sublease Office No. 1175, located in the Terminal Building, be approved subject to the following:
 - i) That the applicant enter into a sublease for a term of one (1) year, commencing November 1, 1995 until October 31, 1996;
 - ii) That the rental rate for Office No. 1175 be established at \$100 per month, plus a 10% Administration/Maintenance fee, plus 7% GST, resulting in an annual rental rate of \$1,412.40, which is to be paid in monthly instalments of \$117.70, plus realty taxes, commencing November 1, 1995;

- iii) That the monthly rent for the office space be credited to Office and Shop Space Account No. 1-46007-344101, and the monthly Administration/Maintenance fee credited to Account No. 1-45137-343199;
- iv) That the applicant be required to provide the Region with the necessary Comprehensive and Liability Insurance in the amount of \$1,000,000, naming the Region and Transport Canada as named insureds;
- v) That a thirty-day (30) termination clause be included in the sublease for both parties;
- b) That the Regional Chairman and Regional Clerk be authorized and directed to execute the Sublease on behalf of the Region in a form satisfactory to the Commissioner of Legal Services.

2.3 Sublease Renewal - Federal Express Canada Ltd. (AIR 95-058)

- a) That the request by Federal Express Canada Ltd. to renew their sublease for 80 square metres of land to accommodate two main deck cargo loaders be approved, subject to the following:
 - i) That the applicant enter into a one-year sublease agreement with the Region, to be renewed at the end of each term for an additional one year, but not to exceed three years;
 - ii) That the rental rate for 80 square metres of land be established at \$7.80 per square metre per annum, plus a 10% Administration/Maintenance fee, plus 7% GST, resulting in an annual rental rate of \$734.45, plus realty taxes, to be paid in monthly instalments of \$61.20 commencing December 1, 1995 and subject to any future Transport Canada rental increases;
 - iii) That an additional \$150 per month for hydro costs, plus 7% GST, resulting in a monthly rate of \$160.50, be included for a six-month period, commencing October 1 until March 31 annually;
 - iv) That the monthly rent and hydro costs be credited to the Land Rental Account No. 46006-343199, and the monthly Administration/Maintenance fee credited to Account No. 1-45137-343199;

- v) That the applicant be required to deposit with the Region the first and last months rent at the time of executing the sublease;
 - vi) That the applicant be required to provide the Region with the necessary Comprehensive Liability insurance, naming the Region and Transport Canada as co-insureds;
 - vii) That a ninety-day (90) termination clause be included in the sublease for both parties;
- b) That the Regional Chairman and Regional Clerk be authorized and directed to execute the sublease on behalf of the Region, in a form satisfactory to the Commissioner of Legal Services.

2.4 For the Information of the Board:

That the following items be received:

- a) Hamilton Airport - Budget Exception Report - January to October 31, 1995 (AIR 95-055)
- b) Airport Accounts Receivable over 90 Days as at November 28, 1995
- c) Follow Up to Mr. Wilf Ruland's Presentation - Airport Management Board Meeting - November 9, 1995
- d) **Correspondence** from the Airport General Manager to Mr. Stan Bridge respecting his concerns from the November 9, 1995 Board Meeting
- e) **Draft Minutes** of the November 30, 1995 meeting of the Marketing Sub-Committee
- f) **Correspondence** from the following respecting Hamilton Airport:
 - i) Lyn Hanna-Folkes
 - ii) Jack Milne

Note: The above citizens were scheduled to address the Board at the November 9 meeting; however, as they were not able to, they have sent their concerns in writing for the Board's information.

- g) **Resolution** from the Town of Ancaster respecting the "Future Development of Hamilton Airport"

Note: Council Communication - December 19, 1995 **CARRIED.**

3. DISCUSSION AGENDA

3.1 Temporary Rental Relief for 918997 Ontario Limited dba Civic Restaurant (AIR 95-060)

(Ross/Monaco)

- a) That effective January 1, 1996 until April 30, 1996, the request made by 918997 Ontario Limited dba Civic Restaurant requesting temporary relief for the monthly rental charges, be approved as follows:
 - i) That the 10% of the annual gross revenue from food and non-alcoholic beverage sales be amended to 5%;
 - ii) That the 15% of the annual gross revenue from liquor sales be amended to 7.5%;
 - iii) That the 10% Airport Administration Fee/Maintenance Fee, be waived;
- b) That staff be authorized and directed to advise the proprietor of the Civic Restaurant of this temporary rental relief. **CARRIED.**

3.2 1996 Air Show Agreement (AIR 95-056)

(Ross/Mongeon)

- a) That the application of The Hamilton International Air Show Foundation (the "Applicant") to stage an air show at Hamilton Airport on June 14, 15 and 16, 1996 (the "Air Show"), and from June 1 to 21, 1996 for setting up and dismantling the Air Show, or until the Applicant leaves the Airport, whichever is later, be approved provided that:
 - i) The Applicant enter into an Agreement with the Regional Municipality of Hamilton-Wentworth (the "Region"), in a form satisfactory to the Commissioner of Legal Services, setting forth the terms and conditions governing the Air Show covering such items as Liability Insurance, clean up and other related issues;
 - ii) The Applicant shall, at all times, indemnify and save harmless the Region, Transport Canada, The Corporation of the Township of Glanbrook, the Corporation of the Town of Ancaster and The Corporation of the City of Hamilton, from and against all actions, causes of action, charges, damages, interest, claims, costs, demands, expenses or loss which the

aforementioned persons may bear, suffer or be put to by reason of any damage to or loss of property or injury or death to persons caused by or arising out of or related to the holding of the Air Show, including any postponements thereof arising out of the Agreement, which indemnification shall exclude liability on the part of the members of the Board of Directors of the Applicant and the employees of the Applicant, excepting liability and responsibility for directors' negligence to the extent as would be covered under:

- aa) the Applicant's Airmeet Liability Insurance Policy;
 - bb) the Applicant's Commercial General Liability Policy;
 - cc) the Applicant's Directors' and Officers' Liability Insurance Policy;
- iii) The Applicant shall provide and maintain for the protection of itself, the Region, Transport Canada, the Corporation of the City of Hamilton, the Corporation of the Town of Ancaster and the Corporation of the Township of Glanbrook, an Airmeet Liability Insurance Policy from an insurer, acceptable to the Region, and licensed to do business in Ontario, naming The Regional Municipality of Hamilton-Wentworth and the other persons named in this paragraph, which shall include their employees and all volunteers involved in the Air Show, as insureds therein, to cover claims for public liability for death, personal injury, and property damage and loss arising from the holding of the Air Show, or arising from this Agreement, including but not limited to Non-Owned Automobile Liability Insurance, with coverage of not less than TWELVE MILLION DOLLARS IN CANADIAN CURRENCY (\$12,000,000 Canadian) for each occurrence, with the exception of pyrotechnics liability coverage and non-owned aircraft liability coverage. Such Airmeet Liability Insurance Policy shall be enforced before, during and after the Air Show, commencing at 12:01 a.m. on June 12, 1996 until and including 11:59 p.m. on June 21, 1996, or until the Applicant vacates the Airport, whichever is the later;

- iv) Such Airmeet Liability Insurance Policy shall also include pyrotechnic liability coverage relating to the Air Show and any promotional events preceding the Air Show. The Applicant shall have coverage available under such Airmeet Liability Insurance Policy for the holding of such pyrotechnic display of not less than ONE MILLION DOLLARS IN CANADIAN CURRENCY (\$1,000,000 Canadian);
- v) The Applicant provide an endorsement for non-owned aircraft liability having a limit of no less than ONE MILLION DOLLARS IN CANADIAN CURRENCY (\$1,000,000 Canadian) for each occurrence, including passengers; and further, that the applicant shall ensure that each such participant shall fully comply with all conditions of such endorsement;
- vi) The Applicant shall also provide and maintain, at its own expense, a Commercial General Liability Insurance Policy in an amount of not less than FIVE MILLION DOLLARS IN CANADIAN CURRENCY (\$5,000,000 Canadian) in order to supplement the aforementioned Airmeet Liability Insurance Policy, in particular, for activities relating to (but not limited to) non-owned automobile liability coverage, parking and sale of food, beverages and souvenirs. Such policy shall specifically include products liability coverage and shall be in full force before, during and after the Air Show , commencing at 12:01 a.m. on June 10, 1996 until and including 11:59 p.m. on June 21, 1996, or until the Applicant vacates the Airport whichever is the later;
- vii) The Applicant shall also provide and maintain, at its expense, a Directors' and Officers' Liability Insurance Policy with coverage having a limit of not less than ONE MILLION DOLLARS IN CANADIAN CURRENCY (\$1,000,000 Canadian) per claim, which coverage shall be in full force before, during and after the Air Show, commencing at 12:01 a.m. on June 5, 1996 until and including 11:59 p.m. on June 23, 199, or until the Applicant vacates the Airport, whichever is the later;

- viii) The Applicant be responsible for all costs and expenses of any kind whatsoever related to the Air Show and its compliance with this Agreement, excepting such amounts as may be provided by the Region as grants with respect to police traffic costs, H.S.R. subsidy for shuttle-link and dumping fees, provided the same are approved by Regional Council;
 - ix) The Applicant agrees not to do or omit to do anything that might breach the terms or conditions of the insurance policies referred to above;
 - x) The Applicant be required to give the Acting Airport General Manager at least ten days' notice for any advance promotional events, provided that no such event can be held unless the Applicant has the prior written approval of the Acting Airport General Manager and unless the Applicant has provided the Acting Airport General Manager satisfactory proof that the proper insurance for the event is in place;
 - xi) The Applicant provide the Acting Airport General Manager with proof of such insurance policies in the form of a Certificate of Insurance no later than May 27, 1996 for approval, except insurance policies and certificates with respect to participants' Public Liability Insurance, which shall be submitted by the Applicant to the Acting Airport General Manager by no later than 12:00 noon on May 31, 1996 for approval;
- b) That the Regional Chairman and Regional Clerk be authorized and directed to execute the agreement on behalf of the Region, in a form satisfactory to the Commissioner of Legal Services and the Acting Airport General Manager. **CARRIED.**

3.3 Hamilton Airport Noise Management Plan (AIR 95-059)

(Sloat/Cooke)

- a) That staff be authorized and directed to request Transport Canada to incorporate the Noise Abatement Procedures changes for the Hamilton Airport in the Canada Air Pilot and Canada Flight Supplement as described in Report AIR 95-059;
- b) That staff be authorized and directed to request Transport Canada for the following assistance:

- i) That Transport Canada cost share in the purchase of an Aircraft Flight Tracks and Noise System (AFTNS) noise monitoring equipment that will track aircraft utilizing Hamilton Airport, at a cost not to exceed \$160,000;

- ii) That the funds be cost shared as follows:

Hamilton Airport	15%	\$24,000	1-56346-343104 (Hamilton Airport Marketing Account)
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Transport Canada	85%	\$136,000	
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- c) That subject to Transport Canada approval, the Acting Airport General Manager be authorized and directed to issue a requisition for a purchase order to Aviation Research Corporation for the purchase of the AFTNS;
- d) That staff be authorized and directed to create a Noise Management Plan for the Hamilton Airport, including the acquisition of new complaint recording equipment and the possible establishment of a Noise Management Committee. **CARRIED.**

Note: Mr. R. Singh, P.Eng., from Aviation Research Corporation, demonstrated the capabilities of the Aircraft Flight Tracks and Noise System (AFTNS) noise monitoring equipment to be installed.

3.4 Discussion of Consent Items

None.

NEW BUSINESS #1

Accommodations - Customs Border Service at Hamilton Airport (AIR 95-060)

(Monaco/Ross)

- a) That staff be authorized and directed to contact Transport Canada seeking approvals for office expansion to the current Canada Customs accommodations in the Air Terminal Building;
- b) That staff be authorized and directed to contact the future private operator to obtain their approvals for this work;

- c) That staff be authorized and directed to contact Canada Customs and advise them to proceed with the construction of this additional space.
CARRIED.

NEW BUSINESS #2

Correspondence from G. and L. Power concerning Nighttime Flights at Hamilton Airport

(Monaco/Mongeon)

- a) That the correspondence from Glenn and Lori Power expressing concerns regarding the nighttime flights at Hamilton Airport, be received;
- b) That Glenn and Lori Power be invited to appear before the Board at its next meeting.
CARRIED.

On motion **(Monaco/Mongeon)** the Board moved In Camera.

CARRIED.

On motion **(Monaco/Mongeon)** the Board reconvened in Open Session.

CARRIED.

4. IN CAMERA REPORT

4.1 Labour Negotiations - Verbal Report (R. Menagh)

This item remained In Camera.

NEW BUSINESS #3

Airport Privatization - Verbal Update

This item remained In Camera.

On motion **(Scarth/Bryant)** the Board adjourned at 11:30 a.m.

CARRIED.

Chairman

Secretary

REGION OF HAMILTON-WENTWORTH
- RECOMMENDATION -

DATE: 1995 December 6

REPORT TO: Chairman and Members
Hamilton Region Airport Management Board

FROM: J. B. MacSween
Acting Airport General Manager

SUBJECT: Accommodations - Customs Border Service at Hamilton Airport
(AIR 95-060)

RECOMMENDATION:

- a) That staff be authorized and directed to contact Transport Canada seeking approvals for office expansion to the current Canada Customs accommodations in the Air Terminal Building.
- b) That staff be authorized and directed to contact the future private operator to obtain their approvals for this work.
- c) That staff be authorized and directed to contact Canada Customs and advise them to proceed with the construction of this additional space.



J. B. MacSween, Acting Airport General Manager

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The total cost of construction pertaining to additional space will be absorbed solely by Canada Customs and no monies will be expended by the Airport.

BACKGROUND:

The Airport Management Office is in receipt of a letter from Canada Customs requesting adequate space and accommodations for their employees. Currently, some Canada Customs employees are working in a trailer located outside of the air terminal building. This trailer was a temporary method of accommodating the increased staff at Hamilton Airport. The trailer is now inadequate to support the workload of customs.

Due to the explosion of courier business at the Airport and their rapidly increasing cargo/courier volumes, Canada Customs staffing levels have justifiably increased in order to handle the commercial side of their operations. Their hours of operations have also been expanded from a 16 hour to a 24 hour operation.

The requested location for this expansion is the far south-east corner of the terminal building and is not required for passenger traffic at this time. The commercial side of Canada Customs operation is very important to the air cargo and air courier development, present and future. Staff will consult with the private operator to obtain their approvals in order to accommodate Canada Customs in the air terminal building. As the air terminal building is currently owned by Transport Canada, it is recommended that staff seek all necessary approvals from Transport Canada relating to Canada Customs' office expansion.

- c.c. Mr. J. D. Thoms, Commissioner of Planning and Development
- c.c. Joseph Fudge, Assistant Corporate Counsel
- c.c. Mirella Thompson, Airport Lease/Invoice Co-ordinator

HAMILTON AIRPORT

File No.



Revenue Canada
Customs and Excise

Revenu Canada
Douanes et Accise

26 Arrowsmith
P.O. Box 2989
Hamilton, On L8N 3V8

Barry McSween,
Airport Manager
Hamilton Airport

November 27, 1995

DATE:	INT.	REF.
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ADOM		
ERS		
FIN/ADMIN		
LEASE/ADMIN		
MARKETING		
MTCE		
OPS MGR		
SECURITY		

Votre référence Your file

Nos référence Our file

Re: Accommodations - Customs Border Services

As you know our operation at the Hamilton airport has expanded significantly over the past few years to the extent where we no longer have enough space for the amount of staff now required to work at the airport.

UPS has expanded considerably and although the Department has implemented new initiatives to handle the rapidly increasing volumes in the courier business the workload has still increased to the point where we now staff five employees to handle the commercial side of our Operations.

Employees have been working in a trailer which was put there "temporarily" and has continued to be used even though it is no longer adequate.

Our operation has expanded from a 16 hour operation to a 24 hour operation since we clear commercial and private aircraft as well providing service to UPS during the midnight shift.

We would like to now provide adequate space and accommodations for our employees, as well as increasing the efficiency of our operation. To do this we need to consolidate our commercial and traffic operation as well as put some of the existing space to better use.

Our request to you is for some additional space at no cost as per the diagram attached. In return we agree to pay for all of the fit-up costs involved. This request is being made for your consideration and hopeful agreement. Should you have any questions or issues you would like to discuss please do not hesitate to call.

M. F. U.

M.F. Uren
Manager Area Operations
Customs Border Services

November 30th, 1995

Mr. Glen Etherington,
Chairman, Airport Management Board,
c/o Township of Glanbrook,
Municipal Offices, 4280 Binbrook Road,
R.R.#1, Binbrook, Ontario.
L0R 1C0

Dear Mr. Etherington:


Further to our telephone conversation today, this letter will detail our concerns regarding the nighttime flights at Mount Hope Airport.

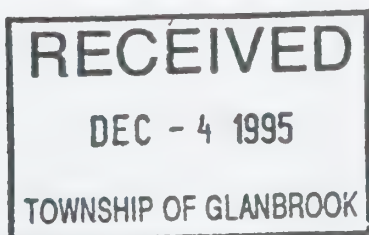
We noted in the Hamilton Spectator dated November 29th, 1995 an article concerning "Ancaster targets night flights". As you are aware, Glanbrook also is a community in which many families live along the flight paths. We have endured noise levels at night such that we must close our windows in order to alleviate some of it. However, we still must persevere with the inconvenience this entails during the summer months. Ancaster and Glanbrook are both communities with a lot in common -- we both are experiencing noise pollution and we both pay our fair share of property taxes. Therefore, we both deserve the same respect and compassion when considering a solution to the noise problem.

You have indicated that there are plans underway to expand the flight paths and runways. The 'beacons' I am told will also be extended. Please remember when considering the above that the area in question, where the so-called "Glanbrook farms" exist, also houses residential communities. Communities of people who have never and will never live on a "Glanbrook farm". Consideration must be given to these people. When you drive along Golf Club Road, for instance, you will see that there exists many, many homes. As we all know, extending the beacons may not alleviate these problems anyway. Many of the planes turn well before they reach the beacon. We are made well aware of this as it occurs many times directly over or very near to our home.

As our elected representative, Mayor Etherington, we would ask you to ensure that the residents of Glanbrook are given due consideration. You would probably agree that although the people of Glanbrook may not have spoken out in the numbers that their Ancaster counterparts have, we are also just as much concerned and disgruntled as they appear to be portrayed in the newspaper. Appeasing Ancaster residents at the expense of Glanbrook residents is not an appropriate solution.

Thank you for your consideration in this matter.


Glenn and Lori Power
3366 Golf Club Road
Glanbrook, Ontario



ember 29, 1995

NEIGHBORHOODS

Ancaster targets night flights

Compromise plan would see residents involved in setting noise standards

By STEVE ARNOLD
The Spectator

ANCASTER

Ancaster residents could finally get a voice in deciding the future of Hamilton Airport, following a motion approved by town council this week. Councilors gave unanimous support to the lengthy motion that calls for the creation of a new strategic plan for the airport and sets — as a top priority — the reduction of night flights over the town.

Sponsored by Councillor Luanne Robertsoff, whose ward lies under the path of the flights, the motion calls for involvement of local residents in shaping the new plan, and that involvement includes setting nighttime noise standards.

Once the plan has been approved, aircraft breaking those noise limits

city edges toward profitability by becoming a hub for night-flying courier companies.

"It appears this airport can become a profitable business, but at what cost to the citizens of Ancaster?" Mrs. Robertson asked. "There must be better ways for Ancaster to distinguish itself than by becoming the dumping ground of Hamilton-Toronto's noise pollution."

Mayor Bob Wade said he also saw the resolution as a compromise. "We do have a noise problem on the side of the town closest to the airport," he said. "I'm trying to do what I can to shore up the regional effort and still answer the concerns."

Most residents, he said, simply want the airport closed at night, a step regional council will never support, leaving some sort of noise standard compromise as the only likely solution.

Hamilton Airport is currently owned by the federal transport department and leased to the region for operation. Hamilton-Wentworth is negoti-

ating to take ownership of the facility and is also evaluating bids from private companies interested in managing and developing the field.

Airport management board chairman Glen Etherington said the board is doing everything possible to reduce noise problems in Ancaster.

"Some things will be coming on in the next few months that will improve the noise," he said, but those changes don't include a ban on night flights. "It would be of little use to Ancaster-Glanbrook or the region to close the gates of the airport."

Transport Canada is studying moving the major flight path to the south taking aircraft over Glanbrook farm rather than Ancaster subdivisions.

As part of negotiations for the transfer of ownership, the region is asking the federal government to start acquiring land needed to expand the airport's secondary north-south runway so it can take the bulk of courier traffic.

CONSENT

AGENDA

MATERIAL

REGION OF HAMILTON-WENTWORTH
- RECOMMENDATION -

DATE: 18 December 1995

REPORT TO: Chairman and Members
Hamilton Region Airport Management Board

FROM: Barry MacSween
Acting Airport General Manager

SUBJECT: Sublease Renewal - The Champ Car Inc., dba Avis Rent a Car
(AIR 96-002)

RECOMMENDATION:

- a) That the application of Avis Rent a Car to renew their current sublease consisting of 4.0 square metres of counter space in the terminal building, and six (6) car parking spaces located east of the terminal building, be approved subject to the following.
 - i) That the applicant enter into a supplemental agreement for the term of one (1) year commencing on the 1st day of January 1996;
 - ii) That the rental rate for 4.0 square metres of counter space and six (6) car parking spaces be established as follows:
 - aa) 4.0 square metres of counter space at \$441.15 per square metre per annum, and the rental rate for six (6) car parking spaces be established at \$13.45 per car per month, resulting in a net annual rental rate of \$2,733.00 which is to be paid in monthly instalments of \$227.75, plus realty taxes, commencing January 1, 1996 and subject to any future Transport Canada rental rate increases;
 - bb) That in addition to the net rent, there will be an annual Airport Administration/Maintenance Fee of 10% applied, as well as a Goods and Services Tax of 7%, therefore resulting in an annual rent payable of \$3,216.74, or \$268.06 to be paid in monthly instalments;
 - iii) That the monthly rent for the counter space be credited to Office & Shop Space, Account No. 1-46007-343199, and the related car parking spaces be credited to Car Parking - Car Rental Account No. 1-45019-343199 and that the monthly Administration/Maintenance fee be credited to Account No. 1-45137-343199;

- iv) That the applicant be required to provide the Region with the necessary Comprehensive and Liability Insurance in the amount of \$1,000,000.00, naming the Region and Transport Canada as additional named insureds;
- v) That a *thirty* (30) day termination clause be included in the supplemental agreement for both parties;
- b) That the Regional Chairman and Regional Clerk be authorized and directed to execute the Supplemental Agreement on behalf of the Region in a form satisfactory to the Commissioner of Legal Services.


J. B. MacSween, Acting Airport General Manager

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

We have been advised by our Finance Department that Avis Rent a Car are in a current standing with the Region.

BACKGROUND:

The Airport Administration office is in receipt of a letter from Mr. Joe Correia of Avis Rent a Car, requesting the renewal of their current sublease at Hamilton Airport.

- c.c. Mirella Thompson, Airport Lease/Invoice Co-ordinator
- c.c. Mr. J. D. Thoms, Commissioner of Planning and Development
- c.c. Mr. Joseph Fudge, Assistant Corporate Counsel
- c.c. Bob Zolaturiuk, Insurance Co-ordinator
- c.c. Diane Payne, Revenue Clerk - Accounts Receivable
- c.c. Ramzan Manek, Collections Officer

REGION OF HAMILTON-WENTWORTH
- RECOMMENDATION -

DATE: 18 December 1995

REPORT TO: Chairman and Members
Hamilton Region Airport Management Board

FROM: Barry MacSween
Acting Airport General Manager

SUBJECT: Sublease Renewal - United Parcel Service of Canada Ltd. (O.H.P.T. Building) (AIR 96-003)

RECOMMENDATION:

- a) That the application by United Parcel Service of Canada Ltd. to renew their current sublease for the premises known as the (OHPT) Ontario Hamilton Project Team building, consisting of 206 square metres and 1,251 square metres of related land for staff vehicle parking be approved, subject to the following:
- i) That a Supplemental Agreement be entered into between United Parcel Service of Canada Ltd. and the Region of Hamilton-Wentworth for a term of one (1) year, commencing March 1, 1996;
 - ii) That the current rental rate of \$82.12 per square metre per annum be charged for the OHPT building which consists of 206 square metres and that \$2.60 per square metre per annum be charged for 1,251 square metres of related parking area, resulting in a net rent of \$20,169.32 per annum or \$1,680.78 per month, subject to any future Transport Canada rental increases;
 - iii) That in addition to the net rent there will be an annual Airport Maintenance/Administration Fee of 10% applied as well as a Goods and Services Tax of 7%, therefore resulting in an annual rent of \$23,739.29 to be paid in monthly instalments of \$1,978.27 per month,
 - iv) That the applicant shall pay all applicable taxes commencing March 1, 1996;

- v) That the monthly rent for the OHPT Building be credited to Office & Shop Space, Account No. 1-46007-343199, and the related parking area be credited to Land Rental Account No. 1-46006-343199, and that the monthly Administration/Maintenance fee be credited to Account No. 1-45137-343199;
 - vi) That the applicant be requested to provide the Region with the necessary Commercial General Liability Insurance, naming the Region and Transport Canada as additional named-insureds;
 - vii) That a thirty-day termination clause be included in the Supplemental Agreement for both parties;
- b) The Regional Chairman and Regional Clerk be authorized and directed to execute the Supplemental Agreement on behalf of the Region.


J. B. MacSween, Acting Airport General Manager

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

We have been advised by our Finance Department that United Parcel Service consistently pay their rent promptly and correctly.

BACKGROUND:

The Airport Administration office is in receipt of a letter from United Parcel Service Ltd. requesting that their current agreement be renewed for an additional one year.

/mt

- c.c. Mr. J. D. Thoms, Commissioner of Planning and Development
- c.c. Mirella Thompson, Airport Lease/Invoice Co-ordinator
- c.c. Mr. Joseph Fudge, Assistant Corporate Counsel
- c.c. Bob Zolaturiuk, Insurance Co-ordinator
- c.c. Diane Payne, Revenue Clerk - Accounts Receivable
- c.c. Ramzan Manek, Collections Officer

DISCUSSION

AGENDA

MATERIAL

4.1

REGION OF HAMILTON-WENTWORTH

- RECOMMENDATION -

DATE: 1995 December 15

REPORT TO: Chairman and Members
Hamilton Region Airport Management Board

FROM: Barry MacSween
Acting Airport General Manager

SUBJECT: Cleaning and Maintenance Services for Hamilton Airport
(AIR96-001)

RECOMMENDATION:

- a) That pursuant to Regional Purchasing Procedures, the Acting Airport General Manager be authorized and directed to request the City of Hamilton Purchasing Department to issue an Open Purchase Order to Janitorial Development Inc. to provide cleaning and maintenance services to the Air Terminal Building and Meteorological Office at Hamilton Airport subject to the following;
 - i) That the Open Purchase Order may be terminated by the Region at any time in the event either of the Air Terminal Building and Meteorological office is demolished, sold, transferred, leased or otherwise discontinued as a facility of the Region or in the event the function, mandate or program carried out from such building or facility is transferred to a private operator by any means whatsoever;
 - ii) That the Open Purchase Order be issued at a cost of approximately \$55,913.55 (PST include and GST extra) for the period of January 1, 1996 to July 31, 1996, to be paid in monthly instalments; and
 - iii) That this amount be charged to Air Terminal Building - Cleaning Account No. 1-56928-343102.



J.B. MacSween, Acting Airport General Manager

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The cost of providing cleaning and maintenance services for the Air Terminal Building and the Meteorological Office is included in the 1996 Hamilton Airport Operations and Maintenance Budget which is subsidized by Transport Canada.

BACKGROUND:

The current cleaning contract for the Hamilton Airport between Janitorial Development Inc. and the Regional Municipality of Hamilton-Wentworth expired December 31, 1994. Janitorial Development was retained month to month by our Regional Purchasing Department during 1995 pending the outcome of the tender for the cleaning services.

Our Legal Services Department advised that the cleaning and maintenance services at Hamilton Airport not be tendered due to the potential of the Hamilton Airport privatizing as early as August 1, 1996. Therefore, it is recommended that Janitorial Development Inc. continue to provide cleaning and maintenance service at Hamilton Airport for the period of January 1, 1996 until July 31, 1996.

cc: J. Thoms, Commissioner, Planning & Development
J. Fudge, Assistant Corporate Counsel, Legal Services Department

URBAN/MUNICIPAL
CAB ON HW 465
H18
1996

HAMILTON REGION AIRPORT MANAGEMENT BOARD

A G E N D A

DATE: Thursday, February 8, 1996
TIME: 8:30 o'clock a.m.
PLACE: Hamilton Airport Terminal Building

1. GENERAL

- a) Declaration of Interest re: Municipal Conflict of Interest Act
- b) Minutes of January 11, 1996 meeting of the Hamilton Region Airport Management Board

2. CONSENT AGENDA

2.1 Special Occasion Permit - Hamilton International Air Show (AIR 96-005)

- a) That the Regional Municipality of Hamilton-Wentworth support the application for a Special Occasion Permit for liquor during the Twilight Show and the Hamilton Air Show on June 14, 15 and 16, 1996, as per letter dated January 5, 1996 from Matt Yardley, Director of Distribution and Pavilion Operations, The Hamilton International Air Show Foundation;
- b) That a copy of Regional Council's resolution on the above-mentioned be forwarded to Mr. M. Yardley of the Hamilton International Air Show Foundation.

2.2 Licence Agreement - L. K. Recreation Trailers (AIR 96-008)

- a) That the request made by Mr. Leo Kervin of L. K. Recreation Trailers to lease land situated across from his home on Southcote Road, be approved, subject to the following:

- i) That the Region enter into a Licence Agreement with L. K. Recreation Trailers for the purpose of parking recreational vehicles on airport land for the period of one year;
 - ii) That the rental rate for 348.38 square metres of land be established at \$1.40 per square metre per annum, plus a 10% Airport Administration/Maintenance fee, plus 7% GST, resulting in an annual rental rate of \$574.06 to be paid in monthly instalments of \$47.84, plus realty taxes, commencing March 1, 1996;
 - iii) That the monthly rent for land be credited to the Land Rental Account No. 1-46006-343199 and the monthly Administration/Maintenance fee be credited to Account No. 1-45137-343199;
 - iv) That L. K. Recreation Trailers provide the Region with the necessary Comprehensive and Liability Insurance in the amount of not less than \$1,000,000, naming the Region, Transport Canada and the successful airport operator as co-insureds;
 - v) That the Region or L. K. Recreation Trailers may terminate this Licence with sixty (60) days written notice to the other party;
 - vi) That L. K. Recreation Trailers install new farm fencing around the leased area and not park any vehicle closer than three (3) feet from this fence, in accordance with the Aerodrome Security Measures;
- b) That the Regional Chairman and Regional Clerk be authorized and directed to execute the Licence Agreement on behalf of the Region.

**2.3 Sublease of Office Space to International TradePort Corporation
(AIR 96-007)**

- a) That the request of International TradePort Corporation to sublease Office No. 1173, located in the Terminal Building, be approved, subject to the following:
 - i) That the applicant enter into a sublease for the term of one (1) year commencing February 16, 1996 until January 31, 1997;

- ii) That the rental rate for Office No. 1173, consisting of 45.6 square metres, be established at \$120 per square metre per annum, plus a 10% Administration/Maintenance fee, as well as 7% GST, resulting in an annual rental rate of \$6,440.54, which is to be paid in monthly instalments of \$536.71, plus realty taxes, commencing February 1, 1996;
- iii) That the monthly rent for the office space be credited to Office and Shop Space Account No. 1-46007-344101, and the monthly Administration/Maintenance fee be credited to Account No. 1-45137-343199;
- iv) That the applicant be required to provide the Region with the necessary Comprehensive and Liability Insurance in the amount of \$1,000,000, naming the Region and Transport Canada as named insureds;
- v) That a thirty-day (30) termination clause be included in the sublease for both parties;
- b) That the Regional Chairman and Regional Clerk be authorized and directed to execute the sublease on behalf of the Region, in a form satisfactory to the Commissioner of Legal Services.

2.4 For the Information of the Board:

That the following items be received:

- a) **Correspondence** from S. J. Wells, Administrative Co-ordinator, Hamilton International Air Show Foundation, to "The Store" and "Lees Restaurant and Tavern" respecting Access to Parking Lot during Air Show Weekend
- b) **Correspondence** from M. Scott, Q.C., Secretary, National Transportation Agency of Canada, respecting "Bill C-101 and Amendments to the Air Transportation Regulations and the National Transportation Agency General Rules - Informal Consultations"
- c) **Letter of Introduction** from B. Tuli, Director, JetAir Aviation Inc., to Chairman T. Cooke

3. DELEGATIONS

- 3.1 Request from Ms. J. Holmes to appear before the Board respecting the impact of airport noise**

4. DISCUSSION AGENDA

- 4.1 Sublease for Airport Development - Part of Lot C1 to Hamilton Jetport Limited (AIR 96-006)**

- a) That the application by Hamilton Jetport Limited to sublease part of Lot C1 at Hamilton Airport for the purpose of constructing and operating a corporate class aircraft hangar facility which shall provide aircraft storage and maintenance services, general fixed base operator services, sale of aviation fuel, pilot supply sales and flight school training, be approved, subject to the following:
 - i) That the term of this Lease shall commence upon the complete satisfaction of all the following requirements:
 - aa) The Lessee providing written evidence, satisfactory to the Acting Commissioner of Finance for the Region, that the Lessee possesses the financial means and resources to satisfy its financial obligations hereunder, and has obtained all necessary financing to construct the Improvements hereunder;
 - bb) The Lessee receiving preliminary and final land use approval from the Transport Canada Land Use Committee;
 - cc) The Lessee receiving the written approval of Transport Canada to the terms and conditions of this Lease;
 - dd) The Lessee obtaining any and all permits, licences and approvals for the development of the Demised Premises to the Lessee's satisfaction, including Transport Canada and The Regional Municipality of Hamilton-Wentworth's approval, including, without limitation, permits, licences and approvals for:

- I) the erection of the Lessee's building and improvements on the Demised Premises; or,
- II) the operation of the Lessee's proposed business;
- ee) The Lessee being satisfied with all soil tests (environmental and geotechnical) that it may conduct on the Demised Premises;
- ff) The Lessor obtaining non-disturbance agreement(s) from all existing mortgagees and/or encumbrancers registered on title in priority to the Lessee's Notice of Sublease;
- gg) The Lessee obtaining a satisfactory opinion as to the Lessor's leasehold title to the Demised Premises;
- hh) The Lessee satisfying itself that all of its required Municipal Services are available and that the aforesaid Municipal Services and the storm management system can be installed at an economically feasible cost;
- ii) The Lessee being satisfied with the Head Lease between Transport Canada and the Regional Municipality of Hamilton-Wentworth;

all of which events shall be satisfied by no later than June 1, 1996, and the term shall continue thereafter and shall cease on December 31, 2010, provided however, that where such events are not satisfied prior to June 1, 1996, the term of this Lease shall not commence and this Lease shall be rendered null and void;

- ii) That the rental rate for this approximate 13,000 square metres of land, with the exact area to be determined by survey, be established at \$1.40 per square metre per annum, plus the Airport Administration/Maintenance fee not to exceed 10%, plus GST to be paid in monthly instalments, plus realty taxes, commencing at the beginning of the term for the first five (5) years of the sublease, except that until the building occupancy permit is issued, the Airport Maintenance Fee component of the rental rate and the Administration/Maintenance fee shall not be applied;

iii) That during the first five-year (5) period of the Term of the Lease, the Annual Base Rent shall be equal to the sum of \$7,800 from the commencement of the Term until substantial completion of the Improvements, and the sum of \$18,200 thereafter for the remainder of the first five-year period of the Term;

iv) That during the second five-year (5) period of the initial Term of the Lease, the Annual Base Rent rate per square metre shall be established as follows:

Year 6	\$1.43
Year 7	\$1.46
Year 8	\$1.48
Year 9	\$1.52
Year 10	\$1.55

v) That during the third five-year (5) period of the Term and each five-year (5) period thereafter, the Annual Base Rent rate per square metre shall be established as follows:

Year 11	\$1.78
Year 12	\$1.78
Year 13	\$1.78
Year 14	\$1.78
Year 15	\$1.78

vi) That the monthly rent for the land be credited to Land Rental Account No. 1-46006-343199, and the monthly Administration/Maintenance fee be credited to Account No. 1-45137-343199;

vii) That the Lessee may renew the Lease for five additional five-year terms, and that on renewal, the rental amount shall be based upon Fair Market Value, provided however, the rental rate shall not be increased by more than 20% or decreased by more than 20% of the previous five-year rental rate, and will not exceed beyond March 30, 2036;

- viii) That the applicant be required to provide the Region with the necessary Construction and Comprehensive and Liability Insurance in an amount or amounts satisfactory to the Region's Supervisor of Insurance for each five-year period of the Term, naming the Region, Transport Canada and the successful airport operator as co-insureds;
- ix) That the applicant shall commence construction of its hangar, as proposed to and approved by the Transport Canada Land Use Committee, not later than one year following Transport Canada Land Use Approvals, subject to appropriate force majeure provisions;
- x) That the Lessee shall complete construction of its hangar, aircraft parking apron and other associated facilities, including landscaping, to the satisfaction of the Acting Airport General Manager, not later than one year following commencement of construction, subject to appropriate force majeure provisions;
- xi) That in the event that curfew of aircraft operations is imposed at Hamilton Airport during the term of the sublease, the applicant's aircraft (owned or leased) and the applicant sub-tenant's, as approved by the Region as sub-tenants, aircraft (owned or leased) shall be permitted in the aggregate, a maximum of three arrivals and three departures per hour during the curfew period, provided that all Federal and airport noise regulations, with regard to aircraft type and operating procedures, shall be observed. These arrival and departure slots remain the property of the Region and cannot be transferred to other operators or tenants;
- xii) That the Lessee shall have the option to lease the remainder of Lot C1 on the same terms and conditions, provided such option is exercised within 120 days following commencement of the Term of the Lease, failing which, the option shall expire unless within such time, the Lessee provides written notice of its intention to renew the option rights for a further 120-day period. In the event the option to Lease is not exercised within the second 120-day option period, the option rights shall forever expire;

- xiii) That in the event the above options to Lease are not exercised by the Lessee, the Lessee shall have a first right of refusal to Lease the remainder of Lot C1 for the remainder of the Lease term and any renewal terms;
- b) That the sublease be in a form satisfactory to the Acting Airport General Manager and the Commissioner of Legal Services;
- c) That the Regional Chairman and Regional Clerk be authorized and directed to execute the sublease.

4.2 Discussion of Consent Items

5. ADJOURNMENT

1/16

MINUTES OF THE HAMILTON REGION AIRPORT MANAGEMENT BOARD

The Hamilton Region Airport Management Board met at 8:30 o'clock a.m. on Thursday, January 11, 1996 in the Airport Terminal Building, Hamilton Airport.

Present: Chairman (Mayor) G. Etherington
Vice Chairman K. Gregg
Regional Chairman T. Cooke, Councillors D. Ross, A. Sloat,
D. Wilson; G. Bryant

Absent with regrets: Councillor F. D'Amico
T. Cronmiller, J. Monaco, J. Mongeon, W. Scarth

Also present: Messrs. B. MacSween, G. Weylie; Mmes. J. Furlani,
M. Thompson, C. Biggs

1. GENERAL

- a) **Declaration of Interest** re: Municipal Conflict of Interest Act
- b) **Minutes** of the December 14, 1995 meeting of the Hamilton Region Airport Management Board

(Cooke/Gregg)

Be received and adopted as presented.

CARRIED.

2. CONSENT AGENDA

(Ross/Sloat)

2.1 Sublease Renewal - The Champ Car Inc., dba Avis Rent-a-Car (AIR 96-002)

- a) That the application of Avis Rent a Car to renew their current sublease, consisting of 4.0 square metres of counter space in the Terminal Building, and six (6) car parking spaces located east of the Terminal Building, be approved, subject to the following:
 - i) That the applicant enter into a Supplemental Agreement for the term of one (1) year commencing on January 1, 1996;
 - ii) That the rental rate of 4.0 square metres of counter space and six (6) car parking spaces be established as follows:

- aa) 4.0 square metres of counter space at \$441.15 per square metre per annum, and the rental rate for six (6) car parking spaces be established at \$13.45 per car per month, resulting in a net annual rental rate of \$2,733 which is to be paid in monthly instalments of \$227.75, plus realty taxes, commencing January 1, 1996 and subject to any future Transport Canada rental rate increases;
- bb) That in addition to the net rent, there will be an annual Airport Administration/Maintenance fee of 10% applied, as well as a Goods and Services Tax of 7%, therefore resulting in an annual rent payable of \$3,216.74, or \$268.06 to be paid in monthly instalments;
- iii) That the monthly rent for the counter space be credited to Office and Shop Space Account No. 1-46007-343199, and the related car parking spaces credited to Car Parking - Car Rental Account No. 1-45019-343199, and the monthly Administration/Maintenance fee credited to Account No. 1-45137-343199;
- iv) That the applicant be required to provide the Region with the necessary Comprehensive and Liability Insurance in the amount of \$1,000,000, naming the Region and Transport Canada as additional named insureds;
- v) That a thirty-day (30) termination clause be included in the Supplemental Agreement for both parties;
- b) That the Regional Chairman and Regional Clerk be authorized and directed to execute the Supplemental Agreement on behalf of the Region, in a form satisfactory to the Commissioner of Legal Services.

**2.2 Sublease Renewal - United Parcel Service of Canada Ltd. (O.H.P.T. Building)
(AIR 96-003)**

- a) That the application by United Parcel Service of Canada Ltd. to renew their current sublease for the premises known as the Ontario Hamilton Project Team (O.H.P.T.) Building, consisting of 206 square metres and 1,251 square metres of related land for staff vehicle parking, be approved, subject to the following:

- i) That a Supplemental Agreement be entered into between United Parcel Service of Canada Ltd. and the Region of Hamilton-Wentworth for a term of one (1) year, commencing March 1, 1996;
 - ii) That the current rental rate of \$82.12 per square metre per annum be charged for the OHPT Building, which consists of 206 square metres, and that \$2.60 per square metre per annum be charged for 1,251 square metres of related parking area, resulting in a net rent of \$20,169.32 per annum, or \$1,680.78 per month, subject to any future Transport Canada rental increases;
 - iii) That in addition to the net rent, there will be an annual Airport Administration/Maintenance fee of 10% applied, as well as a Goods and Services Tax of 7%, therefore resulting in an annual rent of \$23,739.29, to be paid in monthly instalments of \$1,978.27 per month;
 - iv) That the applicant shall pay all applicable taxes commencing March 1, 1996;
 - v) That the monthly rent for the OHPT Building be credited to Office and Shop Space Account No. 1-46007-343199, and the related parking area credited to Land Rental Account No. 1-46006-343199, and the monthly Administration/Maintenance fee credited to Account No. 1-45137-343199;
 - vi) That the applicant be requested to provide the Region with the necessary Commercial General Liability Insurance, naming the Region and Transport Canada as additional named insureds;
 - vii) That a thirty-day (30) termination clause be included in the Supplemental Agreement for both parties;
- b) That the Regional Chairman and Regional Clerk be authorized and directed to execute the Supplemental Agreement on behalf of the Region, in a form satisfactory to the Commissioner of Legal Services.

CARRIED.

3. DELEGATIONS

- 3.1** Glenn and Lori Power to appear before the Board respecting night time flights at Hamilton Airport

A written invitation was forwarded to Mr. and Mrs. Power to appear before the Board at this meeting; however, they did not attend.

4. DISCUSSION AGENDA

- 4.1 Cleaning and Maintenance Services for Hamilton Airport (AIR 96-001)**

(Wilson/Bryant)

That pursuant to Regional Purchasing Procedures, the Acting Airport General Manager be authorized and directed to request the City of Hamilton Purchasing Department to issue an Open Purchase Order to Janitorial Development Inc. to provide cleaning and maintenance services at the Air Terminal Building and Meteorological Office at Hamilton Airport, subject to the following:

- a) That the Open Purchase Order may be terminated by the Region at any time in the event either of the Air Terminal Building and Meteorological office is demolished, sold, transferred, leased or otherwise discontinued as a facility of the Region or in the event the function, mandate or program carried out from such building or facility is transferred to a private operator by any means whatsoever;
- b) That the Open Purchase Order be issued at a cost of approximately \$55,913.55 (PST included and GST extra) for the period of January 1, 1996 to July 31, 1996, to be paid in monthly instalments;
- c) That this amount be charged to Air Terminal Building - Cleaning Account No. 1-56928-343102.

CARRIED.

- 4.2 Verbal Update - Airport Privatization**

The Board received a verbal update respecting the airport privatization from the Regional Chairman and the Acting Airport General Manager.

- 4.3 Discussion of Consent Items**

N/A.

On motion (**Wilson/Ross**) the Board adjourned at 9:00 a.m.

CARRIED.

Chairman

Secretary

CONSENT

AGENDA

MATERIAL

REGION OF HAMILTON-WENTWORTH
- RECOMMENDATION -

DATE: 1996 January 15
080-001.3

REPORT TO: Chairman and Members
Hamilton Region Airport Management Board

FROM: Barry MacSween
Acting Airport General Manager

SUBJECT: Special Occasion Permit - Hamilton International Air Show
AIR 96-005

RECOMMENDATION:

- a) That the Regional Municipality of Hamilton-Wentworth support the application for a Special Occasion Permit for liquor during the Twilight Show and the Hamilton Air Show on June 14, 15 and 16, 1996 as per letter dated January 5, 1996, from Matt Yardley, Director of Distribution and Pavilion Operations, The Hamilton International Air Show Foundation.
- b) That a copy of Regional Council's resolution on the above-mentioned be forwarded to Mr. M. Yardley of the Hamilton International Air Show Foundation.


J.B. MacSween, Acting Airport General Manager

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

We are in receipt of a letter from the Hamilton International Air Show Foundation requesting that the Region support the application for a Special Occasion Permit for liquor during the Twilight show and the Hamilton Air Show on June 14, 15 and 16, 1996.

The following areas require a liquor licence:

- a) Friday, June 14, 1996 - Twilight Show - located in a special event tent enclosed by fence located on the east side of Taxiway Charlie.
- b) Saturday, June 15 and Sunday, June 16, 1996 - Hamilton Air Show - a fenced in V.I.P. area has been included for the accommodation of V.I.P.'s and invited guests.

The provision of liquor in these areas is depended upon the obtaining of a Special Occasion Permit from the L.C.B.O.

It is necessary to note that the Annual Hamilton Air Show is a significant event to the Region with international attention. The support for the Special Occasion Permit is endorsed by the Regional Municipality of Hamilton-Wentworth each year.



HAMILTON INTERNATIONAL AIR SHOW FOUNDATION

150 KING STREET EAST, SUITE 416, HAMILTON, ONTARIO L8N 1B2
BUS: (905) 528-4425 FAX: (905) 528-8499

DISPLAY DATES

June 17, 18/95



HAMILTON AIRPORT

File No. 224 Golden Orchard Dr.,

DATE: 1-8-96 Hamilton, Ontario
L9C 6J7

APGM	Jan	
ERS		January 5, 1996
FIN/ADMIN		
LEASE/OWN		
MARKETING		
MTCE		
OPS MGR		
SECURITY		

Mr. Barry McSween
Airport General Manager
Suite 2206, Airport Terminal Building
Hamilton Airport
9300 Airport Road
Mount Hope, Ontario, L0R 1W0

Dear Mr. McSween:

As a requirement for obtaining Special Occasion Permits for liquor, I would like to advise you of the following private functions which are planned to be held during the 21st annual Hamilton International Air Show. This year's show, Aeroheritage 96 will be staged at the Hamilton Airport at Mount Hope on June 15 and June 16, 1996.

FRIDAY, JUNE 14, 1996 - TWILIGHT SHOW

Approximately 5000 people will be attending a new twilight show from 1530 to 2300 hours. We will have one beer garden open and being held in the Hospitality Tent enclosed by fence and located on the east side of 'C'harlie taxiway immediately south of 'H'otel taxiway on the Hamilton Airport airfield (see accompanying map) Beverages, food and entertainment will be available. Food will be provided by a licenced caterer.

SATURDAY, JUNE 15 & SUNDAY JUNE 16, 1996 - HAMILTON AIRSHOW

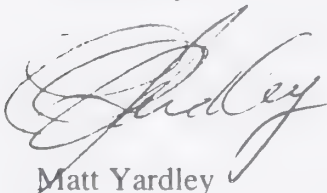
- (1) During the day the Airshow maintains a V.I.P. Pavilion area, an Air Show Beer Garden (in the Hospitality area) and a Parent's Auxiliary Beer Garden all in fenced enclosures with tents erected for shade and protection, within the infield of the Hamilton Airport during the airshow for visiting dignitaries, invited guests and corporate tent sponsors. (See accompanying map). Approximately 9000 people in total each day are authorized for admittance to these areas during the show.

.../2

- (2) These outside restricted areas are secured from the general spectator area by snowfencing and security personnel and have portable toilets positioned within them. The corporate area is located on showline, on the west side of taxiway 'C'harlie immediately south of runway 06-24.
- (3) In the corporate tents, all catering or cooking is the responsibility of each of our corporate tent sponsors. In airshow operated bars, the airshow will have licenced caterers supplying food products. Food items can be stored for the weekend in a rented refrigerated truck made available by the airshow. The bars will be open from the starting time until 1700 hours each day.
- (4) Following the show, the Hospitality Tent, referenced in item one "Twilight Show", will be open for performers, airshow volunteers, invited guests and general public. This bar is open between 1500 and 2000 hours each day.

To meet the licence requirements, and if the above meets with your approval, I will need a resolution stating, firstly that the region and airport committee supports the application and secondly that the air show is a significant event to the region with international attention. I must emphasize that notification must be returned to me for subsequent application for these permits no later than 75 days prior to our event in order to meet the 60 day advance requirement of the Liquour Board. Please contact me directly if there should be any questions. Thank you in advance for your cooperation.

Yours truly



Matt Yardley
Director of Distribution & Pavilion Operations

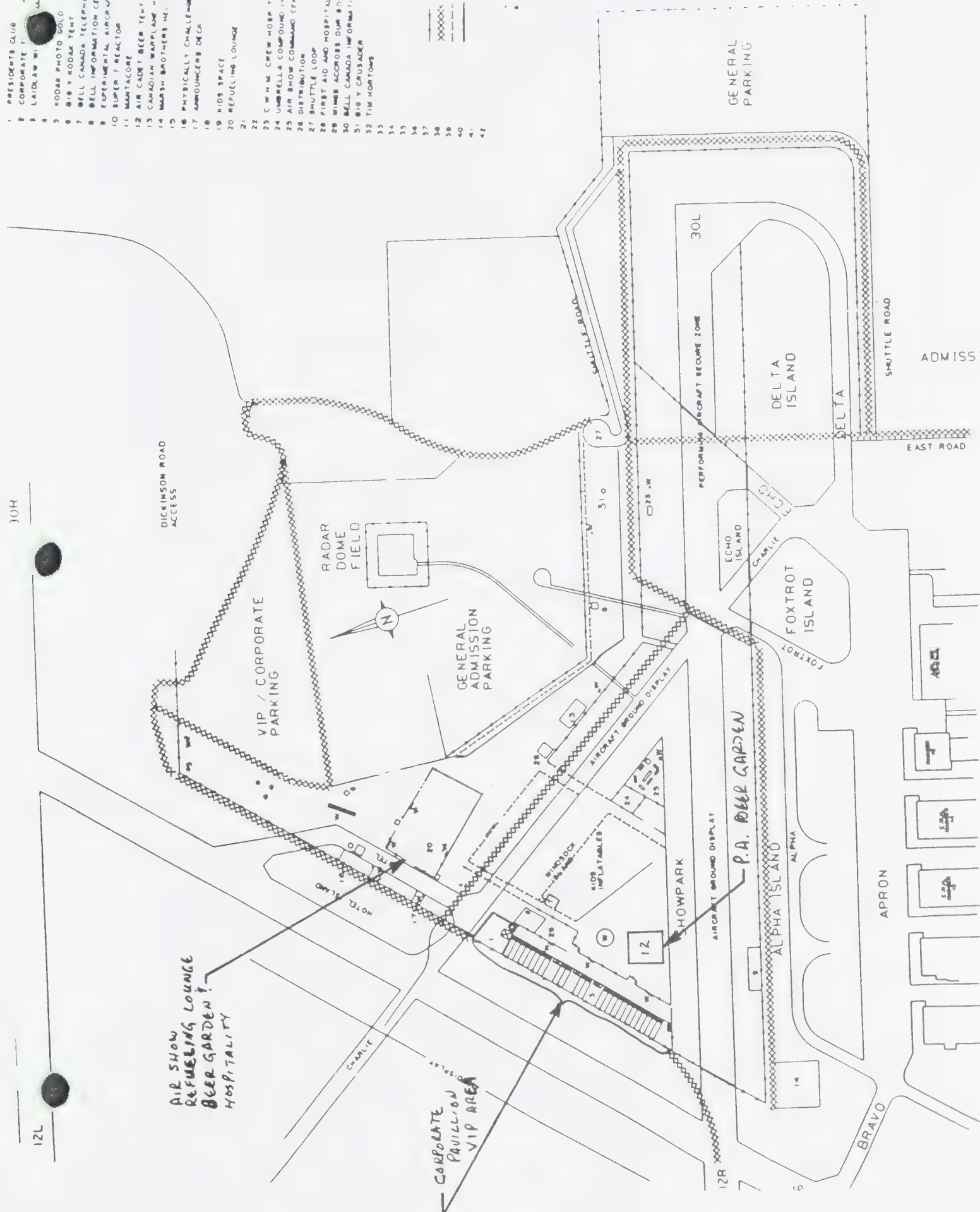
Hm: 389-5324
Bus: 525-9140 Ext. 24185
Airshow Office: 528-4425.

cc. Airshow Office

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REGION OF HAMILTON-WENTWORTH
- RECOMMENDATION -

DATE: 1996 January 30

REPORT TO: Chairman and Members
Hamilton Region Airport Management Board


FROM: J. B. MacSween
Acting Airport General Manager

SUBJECT: Licence Agreement - L. K. Recreation Trailers (AIR 96-008)

RECOMMENDATION:

- a) That the request made by Mr. Leo Kervin of L. K. Recreation Trailers to lease land situated across from his home on Southcote Road, be approved, subject to the following:
- i) That the Region enter into a Licence Agreement with L. K. Recreation Trailers for the purpose of parking recreational vehicles on airport land for the period of one year;
 - ii) That the rental rate for 348.38 square metres of land be established at \$1.40 per square metre per annum, plus a 10% Airport Administration/Maintenance fee, plus 7% G.S.T resulting in an annual rental rate of \$574.06 to be paid in monthly instalments of \$47.84, plus realty taxes, commencing March 1, 1996;
 - iii) That the monthly rent for land be credited to the Land Rental Account No. 1-46006-343199, and the monthly Administrative/Maintenance Fee be credited to Account No. 1-45137-343199;
 - iv) That L. K. Recreation Trailers provide the Region with the necessary Comprehensive and Liability Insurance in the amount of not less than \$1,000,000.00, naming the Region, Transport Canada and the successful airport operator as co-insureds;
 - v) That the Region or L. K. Recreation Trailers may terminate this Licence with sixty (60) days written notice to the other party;
 - vi) That L. K. Recreation Trailers install new farm fencing around the leased area and not park any vehicle closer than three feet from this fence, in accordance with the Aerodrome Security Measures;

- b) That the Regional Chairman and Regional Clerk be authorized and directed to execute this Licence Agreement on behalf of the Region.



J. B. MacSween, Acting Airport General Manager

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

It has been agreed that L. K. Recreation Trailers will pay all annual rental rates and property taxes in advance to the Region.

BACKGROUND:

We are in receipt of a letter from Mr. Leo Kervin, of L. K. Recreation Trailers requesting to lease 348.38 square metres of land located directly across from his residence on Southcote Road. This land will be used for the purpose of parking Recreational Vehicles.

/mt

- c.c. Mr. J. D. Thoms, Commissioner of Planning and Development
- c.c. Mirella Thompson, Airport Lease/Invoice Co-ordinator
- c.c. Joseph Fudge, Assistant Corporate Counsel
- c.c. Bob Zolaturiuk, Insurance Co-ordinator
- c.c. Diane Payne, Revenue Clerk - Accounts Receivable
- c.c. Ramzan Manek, Collections Officer

REGION OF HAMILTON-WENTWORTH
- RECOMMENDATION -

DATE: 1996 January 26

REPORT TO: Chairman and Members
Hamilton Region Airport Management Board


FROM: J. B. MacSween
Acting Airport General Manager

SUBJECT: Sublease of Office Space to International Tradeport Corporation
(AIR 96-007)

RECOMMENDATION:

- a) That the request of International Tradeport Corporation to sublease Office No. 1173, located in the terminal building, be approved subject to the following:
- i) That the applicant enter into a sublease for the term of one (1) year commencing on the 1st day of February 1996 until the 31st day of January 1997;
 - ii) That the rental rate for Office No. 1173 consisting of 45.6 square metres be established at \$120.00 per square metre per annum, plus a 10% Administration/Maintenance fee, as well as 7% G.S.T., resulting in an annual rental rate of \$6,440.54, which is to be paid in monthly instalments of \$536.71, plus realty taxes, commencing February 1, 1996;
 - iii) That the monthly rent for the office space be credited to Office & Shop Space Account No. 1-46007-344101, and that the monthly Administration/Maintenance fee be credited to Account No. 1-45137-343199;
 - iv) That the applicant be required to provide the Region with the necessary Comprehensive and Liability Insurance in the amount of \$1,000,000.00, naming the Region and Transport Canada as named insureds;
 - v) That a thirty (30) day termination clause be included in the sublease for both parties;

- b) That the Regional Chairman and Regional Clerk be authorized and directed to execute the Sublease on behalf of the Region in a form satisfactory to the Commissioner of Legal Services.



J. B. MacSween, Acting Airport General Manager

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The applicant has recently undergone a Due Diligence for the aforementioned company, which was confirmed to be satisfactory.

BACKGROUND:

The Airport Management Office has been requested by International Tradeport Corporation to sublease office space in the terminal building to assist in their future negotiations with the Region relating to the airport privatization.

/mt

- c.c. Mr. J. D. Thoms, Commissioner of Planning and Development
- c.c. Mirella Thompson, Airport Lease/Invoice Co-ordinator
- c.c. Joseph Fudge, Assistant Corporate Counsel
- c.c. Bob Zolaturiuk, Insurance Co-ordinator
- c.c. Diane Payne, Revenue Clerk - Accounts Receivable
- c.c. Ramzan Manek, Collections Officer

HAMILTON INTERNATIONAL AIR SHOW FOUNDATION

2.4(a)

150 KING STREET EAST, SUITE 416
HAMILTON, ONTARIO, L8N 1B2
BUS: (905) 528-4425 FAX: (905) 528-8499

HAMILTON AIRPORT

File No. _____

DISPLAY DATES

June 14, 15, 16/96

DATE:	INT.	REF.
1-18-96		TO
APGM		
ERG		
FIN/ADMIN		
LEASE/DMN		
MARKETING		
MTCE		
OPS/MOS		
SECURITY		

January 12, 1996

The Store
3150 Homestead Road
Mount Hope, Ontario
LOR 1W0

Dear Sirs:

AMB ✓

Re: Access to parking lot

I understand that you have some concerns with respect to prospective customers not being able to enter your parking area during Air Show weekend.

Please be advised that I have discussed this matter with the Air Show's Police Liason and he will endeavour to address your concerns for the 1996 Air Show.

If you wish to discuss this matter further, please do not hesitate to contact me.

Yours very truly

THE HAMILTON INTERNATIONAL AIR SHOW FOUNDATION

Per:

Sandra J. Wells
Administrative Co-ordinator
c.c. Mayor Glen Etherington

✓ Harry MacSween

HAMILTON INTERNATIONAL AIR SHOW FOUNDATION

150 KING STREET EAST, SUITE 416

HAMILTON, ONTARIO, L8N 1B2

BUS: (905) 528-4425

FAX: (905) 528-8499

HAMILTON AIRPORT

File No. _____

DISPLAY DATES

June 14, 15, 16/96

DATE:	INT.	PER.
1-18-96		TO
APGM	PM	
ERS		
FINANCING		
LEASEHOLDING		
MARKETING		
MTCE		
OPS MGR		
SECURITY		

January 12, 1996

Lees Restaurant & Tavern
3210 Homestead Road
Mount Hope, Ontario
L0R 1W0

Dear Sirs:

A.M.B. ✓

Re: Access to parking lot

I understand that you have some concerns with respect to prospective customers not being able to enter your parking area during Air Show weekend.

Please be advised that I have discussed this matter with the Air Show's Police Liason and he will endeavour to address your concerns for the 1996 Air Show.

If you wish to discuss this matter further, please do not hesitate to contact me.

Yours very truly

THE HAMILTON INTERNATIONAL AIR SHOW FOUNDATION

Per:

Sandra J. Wells
Administrative Co-ordinator
c.c. Mayor Glen Etherington

✓ Barry MacSween



2.4(b)

1996-01-25

File Nos.: M1820/A1-07
S1820/G1-2

Dear Madam/Sir:

**Re: Bill C-101 and Amendments to the *Air Transportation Regulations* and the
National Transportation Agency General Rules - Informal consultations**

On June 20, 1995, the Honourable Douglas Young, Minister of Transport, tabled Bill C-101 cited as the *Canada Transportation Act* (CTA) in the House of Commons. The CTA will continue the National Transportation Agency as the Canadian Transportation Agency and, among other things, will consolidate and revise the *National Transportation Act, 1987* (NTA, 1987). A number of changes have been made to Part II - Air Transportation - for the purpose of simplifying the legislative and regulatory regime and providing additional protection to the consumer. The most important of these are the elimination of the "designated area", the prohibition on sales prior to the holding of a licence as well as the introduction of minimum financial requirements for new entrants as prescribed in regulation. The *Air Transportation Regulations* (ATR) will continue. However, they must be modified to give effect to the changes in the proposed new Act. Changes to the ATR include amendments to the classification of aircraft and air services, new provisions pertaining to financial requirements, new regulations respecting the provision of aircraft with flight crew and other minor changes to conform with the new Act. At this time, the Agency is not proposing to amend the liability insurance provisions. The revised ATR will also incorporate the amendment concerning Canada-U.S. charter air services and will revoke Part IV (domestic resaleable charters). A brief discussion of the modifications required to implement the legislative changes is provided below while **Attachment A** contains the proposed wording.

It should be noted that these proposed amendments to the ATR are based on Bill C-101 as it was tabled in June. Accordingly, any changes to the Bill prior to its enactment may require amendments to the Agency's proposals.

Definitions

Proposed changes to the definition section include the revocation of a number of definitions to conform with the CTA. Also, a definition of flight crew was added and the current definition of aircrew was amended to add a reference to flight crew.

Classification of aircraft

Under the existing ATR, aircraft are categorized by weight group A,B,C,D,E,F,G and H. It is proposed to simplify the classification of aircraft into small, medium and large passenger aircraft, based on the certificated maximum carrying capacity, as well as all-cargo aircraft. The premise for amending the classification of aircraft in this manner is to serve the financial requirements provisions. The choice of the ranges of capacity in the medium and large aircraft groups is based on the fact that licensees qualifying at the low end of a classification will be able to add aircraft of any size, up to the largest, in that group without a further financial test.

Classification of air services

Canadian applicants will have to meet financial requirements where medium and/or large passenger aircraft are proposed to be used for the first time. The classification of air services was amended to reflect this. Among other things, the Restricted Charter non-scheduled international service (Class 9-4R) licence has been eliminated. The operation of different services under non-scheduled international licences will be dealt with by conditioning licences.

Financial requirements

Under the new Act, a carrier applying to the Agency for a licence to operate a domestic service or a scheduled or non-scheduled international service must meet certain market entry requirements, including where the applicant is Canadian, certain prescribed financial requirements where medium and/or large passenger aircraft are proposed to be used for the first time. These requirements will also apply to applications for the reinstatement of a licence after it has been suspended for a specified period. The financial requirements are based on September 12 and October 24, 1995 directives issued to the Agency by the Minister concerning scheduled air services between Canada and the United States and non-scheduled international air services, respectively.

Aircraft with flight crew

Subsection 61(1) of the new Act empowers the Agency to make regulations regarding the provision of aircraft with flight crew by a person to a licensee for the purpose of providing an air service. The proposed regulations specify which types of carrier relationships need an approval from the Agency. Essentially, these new provisions codify the Agency's existing practice with respect to block space, code share, wet lease and subcontract arrangements and will apply to international air services and to domestic or transborder services involving a non-Canadian. The proposed regulations also prescribe the requirements for disclosure of the identity of aircraft operators. This disclosure will apply to domestic, transborder and international air services.

Also attached is a synopsis of changes to the *National Transportation Agency General Rules* which can be found in **Attachment B**. These changes are required to give effect to Bill C-101. A copy of the *General Rules* with the amendments is available upon request.

Your comments on the proposed amendments to the ATR and *General Rules* are important. Accordingly, it would be appreciated if you could provide them to the Agency by **(30 days from date of letter)**. Please note that this is an informal consultation. All comments should be addressed to:

Secretary
National Transportation Agency
Ottawa ON K1A 0N9

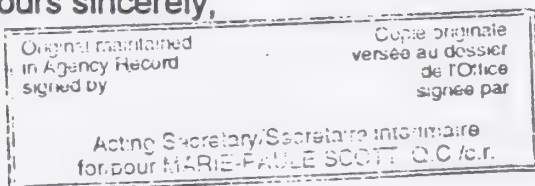
Concerning ATR: Attention: R.E. Baldwin/C. Girard
Facsimile: (819) 953-5562

Concerning General Rules: Attention: L. Barker
Facsimile: (819) 953-9269

All representations must be in writing and should refer to this letter and, in the case of the ATR, cite file number M1820/A1-07. Should you require further information, Ms. Baldwin or Ms. Girard can be contacted at the above address or by telephone at (819) 953-9795 or (819) 997-0447, respectively, and Ms. Barker can be contacted by telephone at (819) 997-9325.

The Agency is committed to reducing the regulatory burden to ensure limited and essential regulation. The Agency encourages you to take this opportunity to provide comments to assist the Agency in amending the *Air Transportation Regulations* and the *National Transportation Agency General Rules*.

Yours sincerely,



Marie-Paule Scott, Q.C.
Secretary

Attachment

(Ce document y compris les pièces y afférentes sont disponibles en français sur demande.)

Major Amendments to the ATR based on Bill C-101 as tabled in June 1995

Interpretation

"air crew" means flight crew and one or more persons who, under the authority of an air carrier, perform in-flight duties in the passenger cabin of an aircraft of the air carrier;
(*personnel d'aéronef*)

"certificated maximum carrying capacity" means

(a) the maximum number of passengers specified in the Type Approval Data Sheet or the Type Certificate Data Sheet issued or accepted by the competent Canadian authority for the aircraft type and model, or

(b) in respect of a particular aircraft which has been modified to allow a higher number of passengers, the maximum number of passengers specified in the Supplemental Type Approval or the Supplemental Type Certificate issued or accepted by the competent Canadian authority; (*capacité certifiée maximum*)

"flight crew" means one or more persons acting as pilot-in-command, co-pilot, flight navigator, flight engineer or second officer during flight time; (*équipage*)

Classification of Aircraft

4.(1) The following classes of aircraft that can be operated by a Canadian air carrier under a domestic licence, under a scheduled international licence or under a non-scheduled international licence are established, namely,

(a) small aircraft, equipped for the carriage of passengers and having a certificated maximum carrying capacity of not more than 39 passengers;

(b) medium aircraft, equipped for the carriage of passengers and having a certificated maximum carrying capacity of more than 39 but not more than 89 passengers;

(c) large aircraft, equipped for the carriage of passengers and having a certificated maximum carrying capacity of more than 89 passengers; and

(d) all-cargo aircraft, equipped for the carriage of goods only.

Classification of Air Services

5. (1) The following classes of air services that can be operated under licences referred to in section 62 of the Act are established, namely,

- (a) Domestic service, small aircraft;
- (b) Domestic service, medium aircraft;
- (c) Domestic service, large aircraft; and
- (d) Domestic service, all-cargo aircraft.

(2) The following classes of air services that can be operated under licences referred to in subsection 70(1) of the Act are established, namely,

- (a) with respect to a service operated by a Canadian air carrier,
 - (i) Scheduled international service, small aircraft,
 - (ii) Scheduled international service, medium aircraft,
 - (iii) Scheduled international service, large aircraft, and
 - (iv) Scheduled international service, all-cargo aircraft; and

(b) with respect to a service operated by a non-Canadian air carrier, Scheduled international service.

(3) The following classes of air services that can be operated under licences referred to in subsection 74(1) of the Act are established, namely,

- (a) with respect to a service operated by a Canadian air carrier,
 - (i) Non-scheduled international service, small aircraft,
 - (ii) Non-scheduled international service, medium aircraft,
 - (iii) Non-scheduled international service, large aircraft,
 - (iv) Non-scheduled international service, all-cargo aircraft; and

(b) with respect to a service operated by a non-Canadian air carrier, Non-scheduled international service,

Financial Requirements

8.1. (1) In this section, "applicant" means a Canadian applicant for

(a) a domestic licence, a non-scheduled international licence or a scheduled international licence that authorizes the operation of an air service using medium aircraft or for the reinstatement of such a licence that has been suspended for sixty days or longer; or

(b) a domestic licence, a non-scheduled international licence or a scheduled international licence that authorizes the operation of an air service using large aircraft or for the reinstatement of such a licence that has been suspended for sixty days or longer.

(2) Subject to subsection (3), an applicant shall

(a) in respect of the air service specified in the licence application or the reinstatement application, provide the Agency with a current written statement of the start-up costs the applicant has incurred in the preceding twelve months, written estimates of start-up costs that it expects to incur and written estimates of operating costs and overhead costs for a ninety-day period of operation of the air service specified in the licence or reinstatement application, and establish that

(i) in respect of the start-up costs, the statement is complete and accurate and the estimates are reasonable,

(ii) in respect of the operating and overhead costs, the estimates are reasonable and are based on utilization of the aircraft solely on the applied for air service under conditions of optimum demand, which utilization shall be no less than that which is necessary for the air service to be profitable,

(iii) subject to subparagraph (b)(i), the applicant has acquired or can acquire funds in an amount at least equal to the costs included in the statement and in the estimates, less amounts already disbursed by the applicant to pay for the start-up costs,

(iv) the funds are not encumbered and are comprised of liquid assets that have been acquired or that can be acquired by way of a line of credit issued by a financial institution or by way of a similar financial instrument,

(v) the terms and conditions under which the funds referred to in subparagraph (iv) have been acquired or can be acquired are such that the funds are available and will remain available to finance applied for air services,

(vi) subject to paragraph (b), where the applicant is a corporation, at least fifty per cent of the funds required in subparagraph (iii) have been acquired by way of capital stock that has been issued and paid for and that cannot be redeemed for a period of at least one year after the date of the issuance or the reinstatement of the licence, and

(vii) subject to paragraph (b), where the applicant is a proprietorship or partnership, at least fifty per cent of the funds required in subparagraph (iii) have been acquired by way of proprietor's or partners' capital that has been injected into the proprietorship or partnership and that cannot be withdrawn for a period of at least one year after the date of the issuance or the reinstatement of the licence;

(b) where the applicant is or has been in operation,

(i) increase the amount of funds required pursuant to subparagraph (a)(iii) by the amount of any shareholders', proprietor's or partners' deficit that may be disclosed in the applicant's current audited financial statements prepared in accordance with generally accepted accounting principles in Canada, and such additional funds shall be acquired by way of capital stock that has been issued and paid for in the case of a corporation or by way of proprietor's or partners' invested capital in the case of a proprietorship or partnership, such capital stock or invested capital to be subject to the condition prescribed in subparagraph (a)(vi) or (vii), or

(ii) decrease the amount of the capital stock that needs to be issued and paid for pursuant to subparagraph (a)(vi) in the case of a corporation or the amount of the proprietor's or partners' capital that needs to be invested pursuant to subparagraph (a)(vii) in the case of a proprietorship or partnership by the amount of any shareholders', proprietor's or partners' equity that may be disclosed in the applicant's current audited financial statements prepared in accordance with generally accepted accounting principles in Canada; and

(c) file with the Agency, on request, such information as the Agency requires to determine whether the applicant has fully complied with paragraphs (a) and (b) .

(3) Subsection (2) does not apply to

(a) an applicant that, at the proposed time of licence issuance or reinstatement, operates an air service using medium or large aircraft in the case of an applicant referred to in paragraph (1)(a), or using large aircraft in the case of an applicant referred to in paragraph (1)(b), pursuant to

(i) a non-scheduled international licence or a scheduled international licence, or

(ii) a domestic licence in respect of which the applicant has, within 12 months of the proposed time of issuance or reinstatement of the applied for licence, complied with subsection (2); and

(b) an applicant for renewal of a licence referred to in paragraphs (1)(a) and (b).

Provision of Aircraft with Flight Crew

Use of Aircraft with Flight Crew

8.2(1) For the purposes of section 61 of the Act and subject to section 8.3, approval of the Agency is required before a person provides all or part of an aircraft, with a flight crew, to a licensee for the purpose of providing an air service pursuant to the licensee's licence and before a licensee provides an air service using all or part of an aircraft, with a flight crew, provided by another person.

(2) The person and the licensee referred to in subsection (1) shall apply to the Agency for an approval at least 45 days prior to the first planned flight.

(3) The application shall include the following:

(a) in respect of the air service to be provided, evidence that the appropriate licence authority, charter permit or charter authorization, as the case may be, Canadian aviation document and liability insurance coverage are in effect;

(b) the licence authority for the proposed service;

(c) the name of the licensee;

(d) if applicable, the name of the charterer or charterers and the charter permit or authorization number or numbers;

(e) the name of the person providing the aircraft with a flight crew;

(f) the aircraft type to be provided;

(g) the maximum number of seats and the cargo capacity of the aircraft to be provided by the person for use by the licensee;

(h) the points to be served;

(i) the frequency of service;

(j) the period covered by the operation proposed in the application; and

(k) an explanation as to why the use by the licensee of all or part of an aircraft with a flight crew provided by another person is necessary.

8.3(1) No approval of the Agency is required where, in respect of the air service to be provided, the appropriate licence authority, charter permit or charter authorization, as the case may be, Canadian aviation document and liability insurance are in effect and

(a) both the person and the licensee are Canadian, the person is a licensee and the air service to be provided is a domestic service or an air service between Canada and the United States; or

(b) where the air service to be provided is an international air service, a temporary, unforeseen circumstance has transpired within 72 hours prior to the planned departure time of a flight or the first flight of a series of flights that has forced the use of all or part of an aircraft, with a flight crew, provided by another person for a period not exceeding one week, and the licensee

(i) has notified the Agency of the proposed flight or the first flight of a series of flights covering a period not exceeding one week in accordance with subsection (2), and

(ii) has received an acknowledgement that the conditions of this section have been met.

(2) The notification referred to in paragraph (1)(b) shall be given prior to the proposed flight or flights and shall contain:

(a) a description of the temporary, unforeseen circumstance and an explanation as to why it has forced the use of all or part of an aircraft with a flight crew provided by another person;

(b) in respect of the air service to be provided,

- (i) evidence that the appropriate licence authority, charter permit or charter authorization, as the case may be, Canadian aviation document and liability insurance coverage are in effect, or
- (ii) where the use of aircraft and crew by the person does not require an Agency licence, a copy of the Canadian aviation document and the certificate of liability insurance;
- (c) where the aircraft to be used is larger than that authorized in the charter permit, a statement that the number of seats sold will be no greater than that authorized in the charter permit;
- (d) the name of the licensee;
- (e) the name of the person providing the aircraft with a flight crew;
- (f) the aircraft type to be provided;
- (g) the number of seats and the cargo capacity of the aircraft to be provided;
- (h) the date of each flight; and
- (i) the routing of each flight.

8.4 Where the Agency has given an approval, or no approval is required pursuant to section 8.3,

- (a) notwithstanding paragraph 18(a), the licensee is not required to furnish such service, equipment and facilities as are necessary for the purposes of the provision of the air service; and
- (b) the licensee is not required to satisfy the condition contained in paragraph 18(c).

Public Disclosure

8.5 (1) Subject to subsection (4), a licensee who intends to provide an air service described in subsection 8.2(1) shall so notify the public in accordance with subsection (2).

(2) The licensee shall give notification that the flight or flights are being operated using an aircraft and a flight crew provided by another person, including the identity of that person and the aircraft type

(a) on all service schedules, timetables, electronic displays and any other public advertising of the air service; and

(b) to travellers

(i) prior to reservation, or after reservation if the arrangement described in subsection 8.2(1) has been entered into after a reservation has been made, and

(ii) upon check-in.

(3) A licensee shall identify the person providing the aircraft and the aircraft type for each segment of the journey on all travel documents, including, if issued, itineraries.

(4) Where paragraph 8.3(1)(b) applies, a licensee is exempt from having to comply with the requirements set out in subsection (1), paragraph (2)(a), subparagraph (2)(b)(i) and subsection (3) only after the licensee has made every effort to comply with those requirements.

(5) Where an approval pursuant to subsection 8.2(2) or an acknowledgement pursuant to paragraph 8.3(1)(b) is required, the licensee may give the notice referred to in subsection (2) before receipt of the approval or acknowledgement, provided the notice contains a statement that the provision of the air service using all or part of an aircraft, with a flight crew, of a person other than the licensee is subject to the approval of the Agency.

Synopsis of Changes to the National Transportation Agency General Rules

Deletions:

- 2. portions of the definitions of “application”, “objector”, “party” and “respondent” as well as the definition of “intervener”
- 3.(2)(a) reference to mediation in the *NTA, 1987*
- 10.(1) and (2) references to summer and Christmas recesses
- 27. appearances pursuant to subsection 36(2) of the *NTA, 1987*
- 30. witnesses and evidence; replaced by new provision
- Part III, Practice and Procedure - Section 290 of the *Railway Act*
- Part IV, Practice and Procedure - Part VII of the *NTA, 1987*

Additions:

- 2. “proceeding” includes any inquiry, complaint or other matter commenced by application to the Agency;
- 11.(13)(d)[The Agency may...] order that the document or any part thereof be provided to a party to the proceeding, but not placed on the public record.
- 13.(6) A document that is received by the Agency, the person being served or the person's duly authorized agent or solicitor after 17:00 at the place of filing or service shall be considered to be filed or served on the next business day.
- 19.(2)(a) [Interrogatories shall be...] relevant to the matter before the Agency;
- 20.(3) Where the Agency finds that the reasons are not valid, it may direct that the interrogatories be answered in full or in part.
- 23.(3) After hearing from the parties present at the conference, the Agency may make an order, decision or direction without further submissions from all of the parties to the proceeding.

- 26.(2) If the party receiving the notice does not respond within seven days, that party is deemed to admit the document or documents set out in the notice.

- 28.(3) A party who serves a subpoena on a person shall, at the time of service, pay or tender to the person the like fees and allowances as if summoned to attend before the Federal Court.

- 29.(1) At the Agency's request, a party who intends to present evidence at an oral hearing shall, within such time limits as the Agency may fix, file with the Agency and serve on all other parties written evidence containing

(a) the position of the party on the issues in the hearing; and

(b) particulars regarding the name, title, position and other credentials of each witness who will address evidence on behalf of the party, the issues that the witness will address at the hearing and the evidence which will be presented by the witness at the hearing.

(2) Each witness referred to in paragraph (1)(b) shall confirm orally at the hearing or, with leave of the Agency, by affidavit, that the written evidence or part thereof that the witness will address at the hearing was prepared by the witness or under the direction and control of the witness and is accurate to the best of the knowledge and belief of the witness.

(3) For greater certainty, all written evidence referred to in subsection (1) must be confirmed pursuant to subsection (2).

(4) Written evidence shall be

(a) in question and answer form, each line of which shall be consecutively numbered; or

(b) in narrative form, each paragraph of which shall be consecutively numbered.

(5) A party may be cross-examined on any response filed by the party in respect of an information request and on any information filed by the party in the course of the proceeding.

(6) Subject to subsection (7), witnesses at an oral hearing shall be examined orally on oath or solemn affirmation.

(7) The Agency may, at any time in a proceeding, order that

(a) evidence of certain facts shall be given by affidavit;

(b) the affidavit of any witness shall be read at an oral hearing on such conditions as are necessary for the fair conduct of the hearing; and

(c) any witness shall be examined before a commissioner of oaths or any other person who is authorized to administer oaths and who is appointed by the Agency for that purpose.

(8) The following information is considered to constitute the record of the applicant:

(a) the information contained in the application;

(b) any response by the applicant to an information request;

(c) any additional information provided by the applicant as required under subsection 18(1);

(d) any written evidence filed by the applicant pursuant to subsection (1); and

(e) any replies, materials filed on motions or any other material required to be filed pursuant to these Rules.

(9) The applicant shall not, except with leave of the Agency, file any information in addition to that listed in subsection (8).

- 31. The Agency may order, upon such terms and conditions as it deems appropriate, that the examination of a person, whether an examination at the hearing of a proceeding or otherwise, may be conducted by videotape, video-conference or by other form of electronic communication.

2450 Derry Road East, Hanger 5 Bay #2
Toronto International Airport
Mississauga, ON. L5S 1B2
Tel: (905) 676-1944
Fax: (905) 676-8255

January 16, 1996

Via Facsimile

Mr. Terry Cooke
Chairman - Region of Hamilton Wentworth
119 King St. West
P.O. Box 910
Hamilton, ON L8N 3V9

Dear Mr. Cooke:

I would like to introduce JetAir Aviation Inc. to you.

JetAir is a newly formed international cargo airline. During our research and analysis we have evaluated the possibility of operating from Hamilton airport. This airport offers certain qualities that are non existent at Toronto.

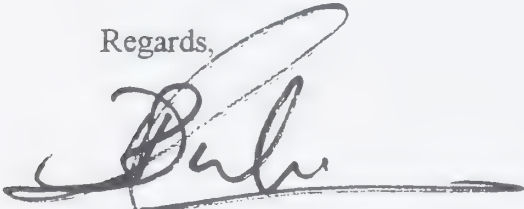
Toronto International Airport (Pearson) is an IATA coordinated airport (control zone class F, which is restricted during peak hours). It is difficult to obtain slot times to suit our requirement due to heavy air traffic. Parking space is a premium at Pearson, and there is a flight curfew in place. Hamilton does not have any of these constraints. How ever with proper development, Hamilton airport can be very lucrative and competitive.

The delays in selection and transfer of Hamilton airport to a private management group will only holdback the necessary developments that are needed to make Hamilton's airport attractive. This airport may well be the key to Hamilton's economic future.

Upon the realization that Hamilton airport has to be privatized, I fail to understand the delays. At Pearson the near completion of a 4th runway, the planning of a fifth runway, and talk of a super terminal only add to Hamilton's urgency to develop its airport soon for its market niche.

My concern is, if Hamilton wants to be a major player in the aviation industry and have a greater control in its future economic development, I would suggest the region make their selection quickly and let the new authority develop the airport. The process of government not only rests upon the decision itself, but the ability to do so in a timely fashion.

Regards,

A handwritten signature in dark ink, appearing to read 'Bob Tuli', with a long horizontal flourish extending to the right.

Bob Tuli
Director

cc Mr. Tony Valeri, M.P., Lincoln

BT:dm

DISCUSSION

AGENDA

MATERIAL

REGION OF HAMILTON-WENTWORTH
- RECOMMENDATION -

DATE: 1996 January 30

REPORT TO: Chairman and Members
Hamilton Region Airport Management Board

FROM: J. B. MacSween
Acting Airport General Manager

SUBJECT: Sublease for Airport Development Part of Lot C1 to Hamilton Jetport Limited
(AIR 96-006)

RECOMMENDATION:

- a) That the Application by Hamilton Jetport Limited to sublease part of Lot C1 at Hamilton Airport for the purpose of constructing and operating a corporate class aircraft hangar facility which shall provide aircraft storage and maintenance services, general fixed base operator services, sale of aviation fuel, pilot supply sales and flight school training, be approved, subject to the following:
 - i) That the term of this Lease shall commence upon the complete satisfaction of all the following requirements:
 - aa) the Lessee providing written evidence satisfactory to the Commissioner of Finance for the Region that the Lessee possesses the financial means and resources to satisfy its financial obligations hereunder and has obtained all necessary financing to construct the Improvements hereunder;
 - bb) the Lessee receiving preliminary and final land use approval from Transport Canada Land Use Committee;
 - cc) the Lessee receiving the written approval of Transport Canada to the terms and conditions of this Lease;
 - dd) the Lessee obtaining any and all permits, licenses and approvals for the development of the Demised Premises to the Lessee's satisfaction, including Transport Canada and The Regional Municipality of Hamilton-Wentworth's approval, including, without limitation, permits, licenses and approvals for:

- I) the erection of the Lessee's building and improvements on the Demised Premises; or
- II) the operation of the Lessee's proposed business
- ee) the Lessee being satisfied with all soil tests (environmental and geotechnical) it may conduct on the Demised Premises;
- ff) the Lessor obtaining non-disturbance agreement(s) from all existing mortgagees and/or encumbrancers registered on title in priority to the Lessee's Notice of Sublease;
- gg) the Lessee obtaining a satisfactory opinion as to the Lessor's leasehold title to the Demised Premises;
- hh) the Lessee satisfying itself that all of its required Municipal Services are available and that the aforesaid Municipal Services and the storm management system can be installed at an economically feasible cost;
- ii) the Lessee being satisfied with the Head Lease between Transport Canada and the Regional Municipality of Hamilton-Wentworth;

all of which events shall be satisfied by no later than June 1st, 1996, and the Term shall continue thereafter and shall cease on the 31st day of December, 2010, provided however, that where such events are not satisfied prior to June 1st, 1996, the Term of this Lease shall not commence and this Lease shall be rendered null and void.

- ii) That the rental rate for this approximate 13,000 square metres of land, with the exact area to be determined by survey, be established at \$1.40 per square metre per annum, plus the Airport Administration/Maintenance fee not to exceed 10%, plus GST to be paid in monthly instalments, plus realty taxes, commencing at the beginning of the term for the first five years of the sublease except that until the building occupancy permit is issued, the Airport Maintenance Fee component of the rental rate and the Administration/Maintenance fee shall not be applied;
- iii) That during the first five (5) year period of the Term of the Lease, the Annual Base Rent shall be equal to the sum of \$7,800.00 from the commencement of the Term until substantial completion of the Improvements and the sum of \$18,200.00 thereafter for the remainder of the first five year period of the Term;

- iv) That during the second five (5) year period of the initial Term of the Lease, the Annual Base Rent rate per square metre shall be established as follows:

aa)	Year 6	\$1.43
	Year 7	\$1.46
	Year 8	\$1.48
	Year 9	\$1.52
	Year 10	\$1.55

- v) That during the third five (5) year period of the Term and each five (5) year period thereafter, the Annual Base Rent rate per square metre shall be established as follows:

aa)	Year 11	\$1.78
	Year 12	\$1.78
	Year 13	\$1.78
	Year 14	\$1.78
	Year 15	\$1.78

- vi) That the monthly rent for the land be credited to Land Rental Account No. 1-46006-343199, and the monthly Administrative/Maintenance Fee be credited to Account No. 1-45137-343199;

- vii) That the Lessee may renew the Lease for five additional five year terms and that on renewal, the rental amount shall be based upon Fair Market Value, provided however, the rental rate shall not be increased by more than 20% or decreased by more than 20% of the previous five year rental rate, and will not exceed beyond the 30th day of March, 2036;

- viii) That the applicant be required to provide the Region with the necessary Construction and Comprehensive and Liability Insurance in an amount or amounts satisfactory to the Region's Supervisor of Insurance for each five year period of the term, naming the Region, Transport Canada and the successful airport operator as co-insureds;

- ix) That the applicant shall commence construction of its hangar, as proposed to and approved by Transport Canada Land Use Committee, not later than one year following Transport Canada Land Use Approvals, subject to appropriate force majeure provisions;

- x) That the Lessee shall complete construction of its hangar, aircraft parking apron and all other associated facilities, including landscaping to the satisfaction of the Acting Airport General Manager not later than one year following commencement of construction, subject to appropriate force majeure provisions;
 - xi) That in the event that curfew of aircraft operations is imposed at Hamilton Airport during the term of the sublease, the applicant's aircraft (owned or leased) and the applicant sub-tenant's, as approved by the Region as sub-tenants, aircraft (owned or leased) shall be permitted in the aggregate, a maximum of three arrivals and three departures per hour during the curfew period provided that all federal and airport noise regulations, with regard to aircraft type and operating procedures, shall be observed. These arrival and departure slots remain the property of the Region and cannot be transferred to other operators or tenants;
 - xii) The Lessee shall have the option to Lease the remainder of Lot C1 on the same terms and conditions, provided such option is exercised within 120 days following commencement of the Term of the Lease, failing which, the option shall expire unless within such time the Lessee provides written notice of its intention to renew the option rights for a further 120 day period. In the event the option to Lease is not exercised within the second 120 day option period, the option rights shall forever expire;
 - xiii) In the event the above options to Lease are not exercised by the Lessee, the Lessee shall have a first right of refusal to Lease the remainder of Lot C1 for the remainder of the Lease term and any renewal terms;
- b) That the sublease be in a form satisfactory to the Acting Airport General Manager and the Commissioner of Legal Services.
 - c) That the Regional Chairman and Regional Clerk be authorized and directed to execute the sublease.



J. B. MacSween, Acting Airport General Manager

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Hamilton Jetport Limited have indicated that upon the commencement of the Term of this Lease, the Lessee shall deliver to the Region a valid Letter of Credit issued by a recognized Canadian financial institution, which shall be open, unconditional, irrevocable and in a total amount of not less than the total amount of Annual Base Rent payable during the first five (5) year period of the Term. The Letter of Credit shall remain in effect and shall not expire until the end of the fifth (5th) Lease year of the Term. The Letter of Credit shall be in a form satisfactory to the Region's Insurance Co-ordinator, and shall be held by the Region as security for the performance of the Lessee's obligations.

BACKGROUND:

Hamilton Jetport Limited wish to sublease Lot C1 at Hamilton Airport for the purposes of constructing a 43 metre by 43 metre hangar and 6885 square metres of associated parking apron. The hangar facility would include office space, aircraft maintenance shop as well as associated car parking.

This pending development will be discussed with International Tradeport Corporation, and if necessary, a verbal report will be presented.

/mt

- c.c. Joseph Fudge, Assistant Corporate Counsel
- c.c. Mr. J. D. Thoms, Commissioner of Planning and Development
- c.c. Mirella Thompson, Airport Lease/Invoice Co-ordinator
- c.c. Bob Zolaturiuk, Insurance Co-ordinator

URBAN/MUNICIPAL
CA3 ON HW L65
H16
1996

URBAN/MUNICIPAL

1996

1996

HAMILTON REGION AIRPORT MANAGEMENT BOARD

A G E N D A

DATE: Thursday, March 14, 1996
TIME: 8:30 o'clock a.m.
PLACE: Hamilton Airport Terminal Building

1. GENERAL

- a) **Declaration of Interest** re: Municipal Conflict of Interest Act
- b) **Minutes** of the February 8, 1996 meeting of the Hamilton Region Airport Management Board

2. CONSENT AGENDA

2.1 Sublease of Terminal Building Space to Purolator Courier Ltd. (AIR 96-007)

- a) That the application made on behalf of Purolator Courier Ltd. by Peace Bridge Brokerage Group to sublease 20.4 square metres of space in the Terminal Building, be approved, subject to the following:
 - i) That the applicant enter into a sublease for the term of one year, commencing on April 1, 1996;
 - ii) That the rental rate for 20.4 square metres of space be established at \$120 per square metre per annum, plus a 10% Administration/Maintenance fee, plus 7% GST, resulting in an annual rental rate of \$2,881.30 which is to be paid in monthly instalments of \$240.11, plus realty taxes, commencing April 1, 1996;

- iii) That the monthly rent for the space be credited to Office and Shop Space Account No. 1-46007-343199, and that the monthly Administration/Maintenance fee be credited to Account No. 1-45137-343199;
- iv) That the applicant be required to provide the Region with the necessary Comprehensive and Liability Insurance in the amount of \$1,000,000, naming the Region and Transport Canada as named insureds;
- v) That a thirty (30) day termination clause be included in the sublease for both parties;
- b) That the Regional Chairman and Regional Clerk be authorized and directed to execute the Sublease on behalf of the Region, in a form satisfactory to the Commissioner of Legal Services.

2.2 For the Information of the Board:

That the following items be received:

- a) Hamilton Airport - 1995 Year End Budget Exception Report (AIR 96-008)
- b) Airport Accounts Receivables Over 90 Days as at February 29, 1996
- c) Correspondence from E. P. Boyko concerning the underutilization of Hamilton Airport for passenger travel
- d) Correspondence from Mr. and Mrs. W. G. Murray to the Regional Chairman respecting Airport Noise

3. DELEGATIONS

- 3.1 Keith Stelling, The Canadian Journal of Herbalism, respecting the future direction of Hamilton Airport
- 3.2 R. J. Franks, Canadian Warplane Heritage, respecting Hangar #4

4. DISCUSSION AGENDA

4.1 Consent to Sublease between the Regional Municipality of Hamilton-Wentworth and Ontario Flightcraft Limited respecting an Extension to the Temporary Occupancy of Purolator Courier Limited (AIR 96-009)

- a) That the authority for the Region to approve the Consent to Sublease between the Regional Municipality of Hamilton-Wentworth and Ontario Flightcraft Limited respecting the temporary occupancy of Purolator Courier Limited, expiring on April 1, 1996, approved by Regional Council on June 6, 1995, in adopting Item 11 of Economic Development and Planning Committee Report 7-95, be extended to November 30, 1996;
- b) That a copy of Council's decision be forwarded to Ontario Flightcraft Limited.

4.2 Noise Abatement Procedures

Verbal update from Acting Airport General Manager respecting new Noise Abatement Procedures

4.3 Discussion of Consent Items

5. ADJOURNMENT

114

MINUTES OF THE HAMILTON REGION AIRPORT MANAGEMENT BOARD

The Hamilton Region Airport Management Board met at 8:30 o'clock a.m. on Thursday, February 8, 1996 in the Airport Terminal Building, Hamilton Airport.

Present: Chairman (Mayor) G. Etherington
Vice Chairman K. Gregg
Regional Chairman T. Cooke, Councillors F. D'Amico, D. Ross,
D. Wilson; G. Bryant, T. Cronmiller, J. Monaco, W. Scarth

Absent with regrets: Councillor A. Sloat - Vacation
J. Mongeon

Also present: Messrs. B. MacSween, J. D. Thoms, J. Fudge, G. Weylie;
Mmes. J. Furlani, M. Thompson, C. Biggs

1. GENERAL

- a) **Declaration of Interest** re: Municipal Conflict of Interest Act: None
- b) **Minutes** of January 11, 1996 meeting of the Hamilton Region Airport Management Board

(Wilson/Cronmiller)

Be received and adopted as presented.

CARRIED.

2. CONSENT AGENDA

(Monaco/Bryant)

2.1 Special Occasion Permit - Hamilton International Air Show (AIR 96-005)

- a) That the Regional Municipality of Hamilton-Wentworth support the application for a Special Occasion Permit for liquor during the Twilight Show and the Hamilton Air Show on June 14, 15 and 16, 1996, as per letter dated January 5, 1996 from Matt Yardley, Director of Distribution and Pavilion Operations, The Hamilton International Air Show Foundation;
- b) That a copy of Regional Council's resolution on the above-mentioned be forwarded to Mr. M. Yardley of the Hamilton International Air Show Foundation.

2.2 Licence Agreement - L. K. Recreation Trailers (AIR 96-008)

- a) That the request made by Mr. Leo Kervin of L. K. Recreation Trailers to lease land situated across from his home on Southcote Road, be approved, subject to the following:
 - i) That the Region enter into a Licence Agreement with L. K. Recreation Trailers for the purpose of parking recreational vehicles on airport land for the period of one year;
 - ii) That the rental rate for 348.38 square metres of land be established at \$1.40 per square metre per annum, plus a 10% Airport Administration/Maintenance fee, plus 7% GST, resulting in an annual rental rate of \$574.06 to be paid in monthly instalments of \$47.84, plus realty taxes, commencing March 1, 1996;
 - iii) That the monthly rent for land be credited to the Land Rental Account No. 1-46006-343199 and the monthly Administration/Maintenance fee be credited to Account No. 1-45137-343199;
 - iv) That L. K. Recreation Trailers provide the Region with the necessary Comprehensive and Liability Insurance in the amount of not less than \$1,000,000, naming the Region, Transport Canada and the successful airport operator as co-insureds;
 - v) That the Region or L. K. Recreation Trailers may terminate this Licence with sixty (60) days written notice to the other party;
 - vi) That L. K. Recreation Trailers install new farm fencing around the leased area and not park any vehicle closer than three (3) feet from this fence, in accordance with the Aerodrome Security Measures;
- b) That the Regional Chairman and Regional Clerk be authorized and directed to execute the Licence Agreement on behalf of the Region.

**2.3 Sublease of Office Space to International TradePort Corporation
(AIR 96-007)**

- a) That the request of International TradePort Corporation to sublease Office No. 1173, located in the Terminal Building, be approved, subject to the following:
 - i) That the applicant enter into a sublease for the term of one (1) year commencing February 16, 1996 until January 31, 1997;
 - ii) That the rental rate for Office No. 1173, consisting of 45.6 square metres, be established at \$120 per square metre per annum, plus a 10% Administration/Maintenance fee, as well as 7% GST, resulting in an annual rental rate of \$6,440.54, which is to be paid in monthly instalments of \$536.71, plus realty taxes, commencing February 1, 1996;
 - iii) That the monthly rent for the office space be credited to Office and Shop Space Account No. 1-46007-344101, and the monthly Administration/Maintenance fee be credited to Account No. 1-45137-343199;
 - iv) That the applicant be required to provide the Region with the necessary Comprehensive and Liability Insurance in the amount of \$1,000,000, naming the Region and Transport Canada as named insureds;
 - v) That a thirty-day (30) termination clause be included in the sublease for both parties;
- b) That the Regional Chairman and Regional Clerk be authorized and directed to execute the sublease on behalf of the Region, in a form satisfactory to the Commissioner of Legal Services.

2.4 For the Information of the Board:

That the following items be received:

- a) **Correspondence** from S. J. Wells, Administrative Co-ordinator, Hamilton International Air Show Foundation, to "The Store" and "Lees Restaurant and Tavern" respecting Access to Parking Lot during Air Show Weekend

- b) **Correspondence** from M. Scott, Q.C., Secretary, National Transportation Agency of Canada, respecting "Bill C-101 and Amendments to the Air Transportation Regulations and the National Transportation Agency General Rules - Informal Consultations"
- c) **Letter of Introduction** from B. Tuli, Director, JetAir Aviation Inc., to Chairman T. Cooke **CARRIED.**

3. DELEGATIONS

3.1 Request from Ms. J. Holmes to appear before the Board respecting the impact of airport noise

Ms. J. Holmes, a resident on Glancaster Road, appeared before the Board to express her opinion with respect to the noise generated by the airport during the night and the impact of that noise to her family. During her presentation, Ms. Holmes indicated that consideration be given to the possibility of the Region purchasing her property and offering compensation. It was agreed that Councillor G. Etherington and B. MacSween, Acting Airport General Manager, meet with Ms. Holmes at her residence for further discussions.

4. DISCUSSION AGENDA

4.1 Sublease for Airport Development - Part of Lot C1 to Hamilton Jetport Limited (AIR 96-006)

(Wilson/Ross)

That the recommendations contained in Report AIR 96-006 respecting "Sublease for Airport Development - Part of Lot C1 to Hamilton Jetport Limited", be deleted in their entirety and replaced with the following in lieu thereof:

- a) That the application by Hamilton Jetport Limited to sublease part of Lot C1 at Hamilton Airport for the purpose of constructing and operating a corporate class aircraft hangar facility which shall provide aircraft storage and maintenance services, general fixed base operator services, sale of aviation fuel, pilot supply sales and flight school training, be approved, subject to the following:
 - i) That the term of this Lease shall commence upon the complete satisfaction of all the following requirements:

- aa) The Lessee providing written evidence, satisfactory to the Acting Commissioner of Finance for the Region, that the Lessee possesses the financial means and resources to satisfy its financial obligations hereunder, and has obtained all necessary financing to construct the Improvements hereunder;
- bb) The Lessee receiving preliminary and final land use approval from the Transport Canada Land Use Committee;
- cc) The Lessee receiving the written approval of Transport Canada to the terms and conditions of this Lease;
- dd) The Lessee obtaining any and all permits, licences and approvals for the development of the Demised Premises to the Lessee's satisfaction, including Transport Canada and The Regional Municipality of Hamilton-Wentworth's approval, including, without limitation, permits, licences and approvals for:
 - I) the erection of the Lessee's building and improvements on the Demised Premises; or,
 - II) the operation of the Lessee's proposed business;
- ee) The Lessee being satisfied with all soil tests (environmental and geotechnical) that it may conduct on the Demised Premises;
- ff) The Lessor obtaining non-disturbance agreement(s) from all existing mortgagees and/or encumbrancers registered on title in priority to the Lessee's Notice of Sublease;
- gg) The Lessee obtaining a satisfactory opinion as to the Lessor's leasehold title to the Demised Premises;
- hh) The Lessee satisfying itself that all of its required Municipal Services are available and that the aforesaid Municipal Services and the storm management system can be installed at an economically feasible cost;

- ii) The Lessee being satisfied with the Head Lease between Transport Canada and the Regional Municipality of Hamilton-Wentworth;

all of which events shall be satisfied by no later than June 1, 1996, and the term shall continue thereafter and shall cease on December 31, 2010, provided however, that where such events are not satisfied prior to June 1, 1996, the term of this Lease shall not commence and this Lease shall be rendered null and void;

- ii) That the rental rate for this approximate 13,000 square metres of land, with the exact area to be determined by survey, be established at \$2.00 per square metre per annum, plus the Airport Administration/Maintenance fee not to exceed 10%, plus GST to be paid in monthly instalments, plus realty taxes, commencing at the beginning of the term for the first five (5) years of the sublease, except that until the building occupancy permit is issued, the Airport Maintenance Fee component of the rental rate and the Administration/Maintenance fee shall not be applied;
- iii) That the Annual Base Rent shall be equal to \$0.60 per square metre from the commencement of the Term until substantial completion of the Improvements;
- iv) That during the second five-year (5) period of the initial Term of the Lease, the Annual Base Rent rate per square metre shall be established as follows:

Year 6	\$2.03
Year 7	\$2.06
Year 8	\$2.08
Year 9	\$2.12
Year 10	\$2.15

- v) That during the third five-year (5) period of the Term and each five-year (5) period thereafter, the Annual Base Rent rate per square metre shall be established as follows:

Year 11	\$2.38
Year 12	\$2.38
Year 13	\$2.38
Year 14	\$2.38
Year 15	\$2.38

- vi) That the Lessee receive during the term and any renewal term, a rebate of rent equal to \$0.60 per square metre in consideration of the Lessee's repositioning and realigning of the existing storm water pond configuration on Lot C1;
- vii) That the monthly rent for the land be credited to Land Rental Account No. 1-46006-343199, and the monthly Administration/Maintenance fee be credited to Account No. 1-45137-343199;
- viii) That the Lessee may renew the Lease for five additional five-year terms, and that on renewal, the rental amount shall be based upon Fair Market Value, provided however, the rental rate shall not be increased by more than 20% or decreased by more than 20% of the previous five-year rental rate, and will not exceed beyond March 30, 2036;
- ix) That the applicant be required to provide the Region with the necessary Construction and Comprehensive and Liability Insurance in an amount or amounts satisfactory to the Region's Supervisor of Insurance for each five-year period of the Term, naming the Region, Transport Canada and the successful airport operator as co-insureds;
- x) That the applicant shall commence construction of its hangar, as proposed to and approved by the Transport Canada Land Use Committee, not later than one year following Transport Canada Land Use Approvals, subject to appropriate force majeure provisions;
- xi) That the Lessee shall complete construction of its hangar, aircraft parking apron and other associated facilities, including landscaping, to the satisfaction of the Acting Airport General Manager, not later than one year following commencement of construction, subject to appropriate force majeure provisions;

- xii) That in the event that curfew of aircraft operations is imposed at Hamilton Airport during the term of the sublease, the applicant's aircraft (owned or leased) and the applicant sub-tenant's, as approved by the Region as sub-tenants, aircraft (owned or leased) shall be permitted in the aggregate, a maximum of three arrivals and three departures per hour during the curfew period, provided that all Federal and airport noise regulations, with regard to aircraft type and operating procedures, shall be observed. These arrival and departure slots remain the property of the Region and cannot be transferred to other operators or tenants;
- xiii) That the Lessee shall have the option to lease the remainder of Lot C1 on the same terms and conditions, provided such option is exercised within 120 days following commencement of the Term of the Lease, failing which, the option shall expire unless within such time, the Lessee provides written notice of its intention to renew the option rights for a further 120-day period. In the event the option to Lease is not exercised within the second 120-day option period, the option rights shall forever expire;
- xiv) That in the event the above options to Lease are not exercised by the Lessee, the Lessee shall have a first right of refusal to Lease the remainder of Lot C1 for the remainder of the Lease term and any renewal terms;
- b) That the sublease be in a form satisfactory to the Acting Airport General Manager and the Commissioner of Legal Services;
- c) That the Regional Chairman and Regional Clerk be authorized and directed to execute the sublease. **CARRIED (Attachment)**

4.2 Discussion of Consent Items

N/A.

On motion (Cooke/Ross) the Board adjourned at 9:15 a.m.

CARRIED.

Chairman

Secretary

REGION OF HAMILTON-WENTWORTH

- RECOMMENDATION -

DATE: 1996 February 7

REPORT TO: Chairman and Members
Hamilton Region Airport Management Board

FROM: J. B. MacSween
Acting Airport General Manager

SUBJECT: Sublease for Airport Development Part of Lot C1 to Hamilton Jetport Limited (AIR 96-006a)

RECOMMENDATION:

- a) That the Application by Hamilton Jetport Limited to sublease part of Lot C1 at Hamilton Airport for the purpose of constructing and operating a corporate class aircraft hangar facility which shall provide aircraft storage and maintenance services, general fixed base operator services, sale of aviation fuel, pilot supply sales and flight school training, be approved, subject to the following:
 - i) That the term of this Lease shall commence upon the complete satisfaction of all the following requirements:
 - aa) the Lessee providing written evidence satisfactory to the Commissioner of Finance for the Region that the Lessee possesses the financial means and resources to satisfy its financial obligations hereunder and has obtained all necessary financing to construct the Improvements hereunder;
 - bb) the Lessee receiving preliminary and final land use approval from Transport Canada Land Use Committee;
 - cc) the Lessee receiving the written approval of Transport Canada to the terms and conditions of this Lease;
 - dd) the Lessee obtaining any and all permits, licenses and approvals for the development of the Demised Premises to the Lessee's satisfaction, including Transport Canada and The Regional Municipality of Hamilton-Wentworth's approval, including, without limitation, permits, licenses and approvals for:

- I) the erection of the Lessee's building and improvements on the Demised Premises; or
- II) the operation of the Lessee's proposed business
- ee) the Lessee being satisfied with all soil tests (environmental and geotechnical) it may conduct on the Demised Premises;
- ff) the Lessor obtaining non-disturbance agreement(s) from all existing mortgagees and/or encumbrancers registered on title in priority to the Lessee's Notice of Sublease;
- gg) the Lessee obtaining a satisfactory opinion as to the Lessor's leasehold title to the Demised Premises;
- hh) the Lessee satisfying itself that all of its required Municipal Services are available and that the aforesaid Municipal Services and the storm management system can be installed at an economically feasible cost;
- ii) the Lessee being satisfied with the Head Lease between Transport Canada and the Regional Municipality of Hamilton-Wentworth;

all of which events shall be satisfied by no later than June 1st, 1996, and the Term shall continue thereafter and shall cease on the 31st day of December, 2010, provided however, that where such events are not satisfied prior to June 1st, 1996, the Term of this Lease shall not commence and this Lease shall be rendered null and void.

- ii) That the rental rate for this approximate 13,000 square metres of land, with the exact area to be determined by survey, be established at \$2.00 per square metre per annum, plus the Airport Administration/Maintenance fee not to exceed 10%, plus GST to be paid in monthly instalments, plus realty taxes, commencing at the beginning of the term for the first five years of the sublease except that until the building occupancy permit is issued, the Airport Maintenance Fee component of the rental rate and the Administration/Maintenance fee shall not be applied;
- iii) That the Annual Base Rent shall be equal to \$0.60 per square metre from the commencement of the Term until substantial completion of the Improvements;

- iv) That during the second five (5) year period of the initial Term of the Lease, the Annual Base Rent rate per square metre shall be established as follows:
- | | | |
|-----|---------|--------|
| aa) | Year 6 | \$2.03 |
| | Year 7 | \$2.06 |
| | Year 8 | \$2.08 |
| | Year 9 | \$2.12 |
| | Year 10 | \$2.15 |
- v) That during the third five (5) year period of the Term and each five (5) year period thereafter, the Annual Base Rent rate per square metre shall be established as follows:
- | | | |
|-----|---------|--------|
| aa) | Year 11 | \$2.38 |
| | Year 12 | \$2.38 |
| | Year 13 | \$2.38 |
| | Year 14 | \$2.38 |
| | Year 15 | \$2.38 |
- vi) That the Lessee receive during the term and any renewal term, a rebate of rent equal to \$0.60 per square metre in consideration of the Lessee's repositioning and realigning of the existing storm water pond configuration on Lot C1;
- vii) That the monthly rent for the land be credited to Land Rental Account No. 1-46006-343199, and the monthly Administrative/Maintenance Fee be credited to Account No. 1-45137-343199;
- viii) That the Lessee may renew the Lease for five additional five year terms and that on renewal, the rental amount shall be based upon Fair Market Value, provided however, the rental rate shall not be increased by more than 20% or decreased by more than 20% of the previous five year rental rate, and will not exceed beyond the 30th day of March, 2036;
- ix) That the applicant be required to provide the Region with the necessary Construction and Comprehensive and Liability Insurance in an amount or amounts satisfactory to the Region's Supervisor of Insurance for each five year period of the term, naming the Region, Transport Canada and the successful airport operator as co-insureds;

- x) That the applicant shall commence construction of its hangar, as proposed to and approved by Transport Canada Land Use Committee, not later than one year following Transport Canada Land Use Approvals, subject to appropriate force majeure provisions;
 - xi) That the Lessee shall complete construction of its hangar, aircraft parking apron and all other associated facilities, including landscaping to the satisfaction of the Acting Airport General Manager not later than one year following commencement of construction, subject to appropriate force majeure provisions;
 - xii) That in the event that curfew of aircraft operations is imposed at Hamilton Airport during the term of the sublease, the applicant's aircraft (owned or leased) and the applicant sub-tenant's, as approved by the Region as sub-tenants, aircraft (owned or leased) shall be permitted in the aggregate, a maximum of three arrivals and three departures per hour during the curfew period provided that all federal and airport noise regulations, with regard to aircraft type and operating procedures, shall be observed. These arrival and departure slots remain the property of the Region and cannot be transferred to other operators or tenants;
 - xiii) The Lessee shall have the option to Lease the remainder of Lot C1 on the same terms and conditions, provided such option is exercised within 120 days following commencement of the Term of the Lease, failing which, the option shall expire unless within such time the Lessee provides written notice of its intention to renew the option rights for a further 120 day period. In the event the option to Lease is not exercised within the second 120 day option period, the option rights shall forever expire;
 - xiv) In the event the above options to Lease are not exercised by the Lessee, the Lessee shall have a first right of refusal to Lease the remainder of Lot C1 for the remainder of the Lease term and any renewal terms;
- b) That the sublease be in a form satisfactory to the Acting Airport General Manager and the Commissioner of Legal Services.
 - c) That the Regional Chairman and Regional Clerk be authorized and directed to execute the sublease.


J. B. MacSween, Acting Airport General Manager

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Hamilton Jetport Limited have indicated that upon the commencement of the Term of this Lease, the Lessee shall deliver to the Region a valid Letter of Credit issued by a recognized Canadian financial institution, which shall be open, unconditional, irrevocable and in a total amount of not less than the total amount of Annual Base Rent payable during the first five (5) year period of the Term. The Letter of Credit shall remain in effect and shall not expire until the end of the fifth (5th) Lease year of the Term. The Letter of Credit shall be in a form satisfactory to the Region's Insurance Co-ordinator, and shall be held by the Region as security for the performance of the Lessee's obligations.

BACKGROUND:

Hamilton Jetport Limited wish to sublease Lot C1 at Hamilton Airport for the purposes of constructing a 43 metre by 43 metre hangar and 6885 square metres of associated parking apron. The hangar facility would include office space, aircraft maintenance shop as well as associated car parking.

This pending development will be discussed with International Tradeport Corporation, and if necessary, a verbal report will be presented.

/mt

c.c. Joseph Fudge, Assistant Corporate Counsel
c.c. Mr. J. D. Thoms, Commissioner of Planning and Development
c.c. Mirella Thompson, Airport Lease/Invoice Co-ordinator
c.c. Bob Zolaturiuk, Insurance Co-ordinator

CONSENT

AGENDA

MATERIAL

2.1

REGION OF HAMILTON-WENTWORTH
- RECOMMENDATION -

DATE: 1996 February 13

REPORT TO: Chairman and Members
Hamilton Region Airport Management Board

FROM: J. B. MacSween
Acting Airport General Manager

SUBJECT: Sublease of Terminal Building Space to Purolator Courier Ltd. (AIR 96-007)

RECOMMENDATION:

- a) That the application made on behalf of Purolator Courier Ltd. by Peace Bridge Brokerage Group to sublease 20.4 square metres of space in the terminal building, be approved subject to the following:
- i) That the applicant enter into a sublease for the term of one year commencing on the 1st day of April 1996;
 - ii) That the rental rate for 20.4 square metres of space be established at \$120.00 per square metre per annum, plus a 10% Administration/Maintenance Fee, plus 7% G.S.T., resulting in an annual rental rate of \$2,881.30 which is to be paid in monthly instalments of \$240.11, plus realty taxes, commencing April 1, 1996;
 - iii) That the monthly rent for the space be credited to Office & Shop Space, Account No. 1-46007-343199, and that the monthly Administration/Maintenance Fee be credited to Account No. 1-45137-343199;
 - iv) That the applicant be required to provide the Region with the necessary Comprehensive and Liability Insurance in the amount of \$1,000,000 naming the Region and Transport Canada as named insureds;
 - v) That a thirty (30) day termination clause be included in the sublease for both parties;

- b) That the Regional Chairman and Regional Clerk be authorized and directed to execute the Sublease on behalf of the Region in a form satisfactory to the Commissioner of Legal Services.



J. B. MacSween, Acting Airport General Manager

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

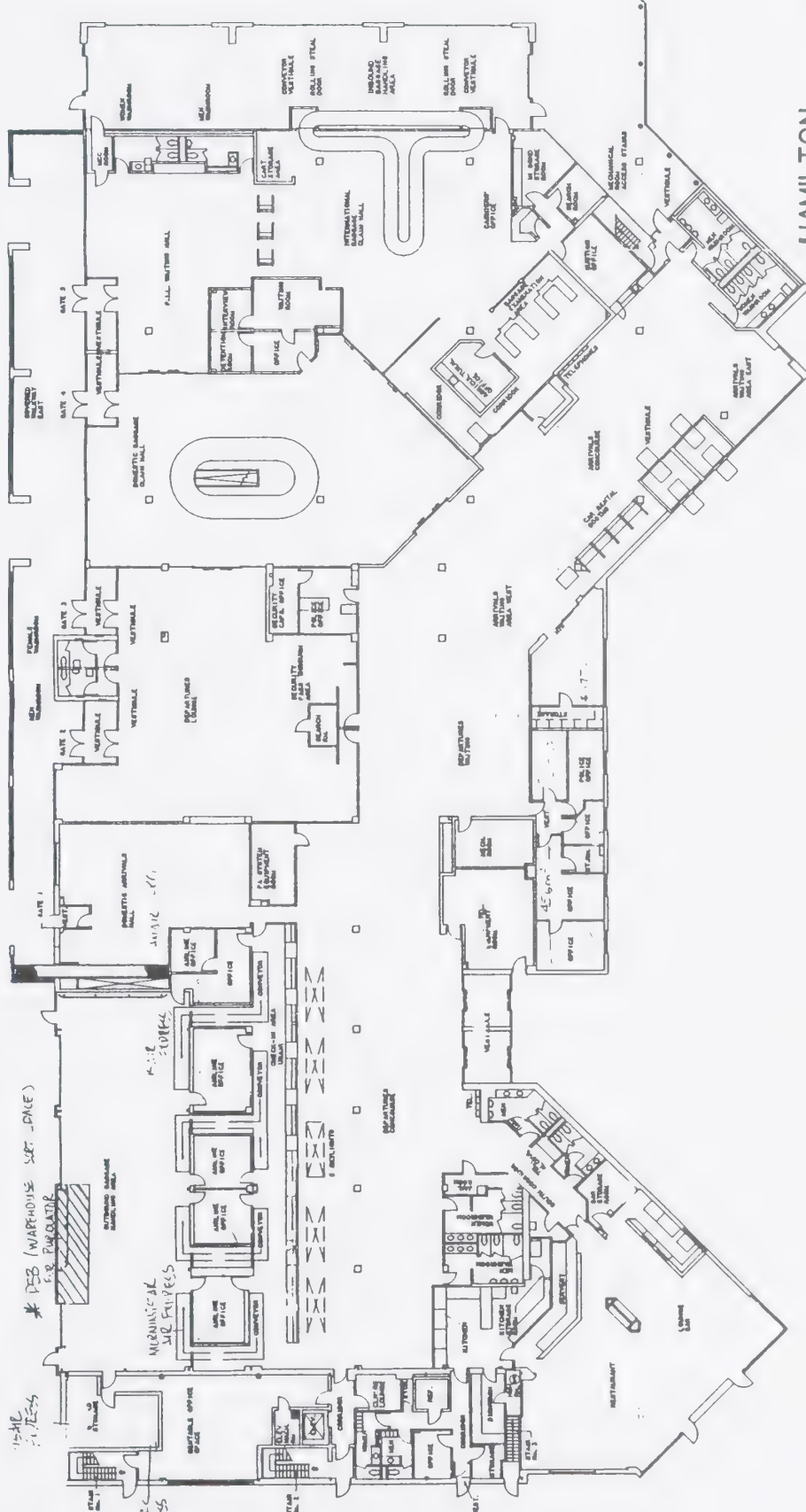
Purolator Courier has been operating from Hamilton Airport since early 1994 and are currently subleasing hangar space on a temporary basis from Ontario Flightcraft Ltd. We have been advised by Ontario Flightcraft Ltd. that Purolator Courier are prompt in their payments.

BACKGROUND:

In order for Purolator Courier to maintain a level of service dependant on time, effective April 1, 1996 Purolator Courier will be clearing all freight destined for Southwestern Ontario at Hamilton Airport.

/mt

- c.c. Mr. J. D. Thoms, Commissioner of Planning and Development
- c.c. Joseph Fudge, Assistant Corporate Counsel
- c.c. Mirella Thompson, Airport Lease/Invoice Co-ordinator
- c.c. Bob Zolaturiuk, Insurance Co-ordinator
- c.c. Diane Payne, Revenue Clerk - Accounts Receivable
- c.c. Ramzan Manek, Collections Officer



HAMILTON AIRPORT

AIR TERMINAL BUILDING

GROUND FLOOR PLAN

SCALE 1:300
 0 1 2
 METERS
 APRIL 13, 1994

2.2(a)

REGION OF HAMILTON-WENTWORTH
- INFORMATION -

DATE: 1996 February 15
130-012

REPORT TO: Chairman and Members
Hamilton Region Airport Management Board

FROM: Barry MacSween
Acting Airport General Manager

SUBJECT: Hamilton Airport - 1995 Year End Budget Exception Report
AIR 96-008


J.B. MacSween, Acting Airport General Manager

BACKGROUND:

As directed by our Regional Finance Department that all departments prepare a 1995 YEAR END BUDGET VARIANCE REPORT for March 1996 Standing Committees, Hamilton Airport's 1995 Year End Budget Exception Report is being forwarded to this Board.

The Committee of the Whole and Regional Council at their meetings of April 18, 1995 approved both the Hamilton Airport Regional and Hamilton Airport Preliminary Operation and Maintenance (Transport Canada) Budgets.

As noted in the previous Budget Exception Report for period ending September 12, 1995 (Report AIR95-041) at your Board's meeting of October 12, 1995, the 1995 Hamilton Airport Preliminary Operation and Maintenance Budget (Transport Canada) was forwarded to Transport Canada for approval in November 1994. In early September, 1995, after an extensive negotiation process and various adjustments in the revenue allocations, Transport Canada advised that the approved subsidy level is \$514,000, comprised of Operation & Maintenance (O&M) expenditures of \$2,220,260 and revenues of \$1,706,260 (see following table):

	Per Original 1995 Budget Submission	Approved 1995 Level	Reduced By
O & M Expenditures	\$2,595,830	\$2,220,260	375,570
Revenues	1,953,360	1,706,260	247,100
Subsidy	642,470	514,000	128,470

Although Transport Canada had submitted to the Region the total subsidy amount of \$514,000 during 1995, the airport only required \$440,692. Transport Canada's overpayment of \$73,308 will be applied to the 1996 Airport Subsidy, as in previous years. The Year End Budget Exception report for the Airport Operation and Maintenance Budget (Transport Canada) is attached for your information.

The above figures do not include the Airport Regional Budget which is a total of \$144,790, with a net cost of \$76,990, when revenues are taken into account.

The expenditures and revenues for the Airport Regional Budget for the period ending December 31, 1995 have been reviewed. The following are the variances:

(F - Favourable, U - Unfavourable)

1995

	<u>Budget</u>	<u>Variance</u>
EXPENDITURES		
53981-344101 - PASSENGER LICENSING	34,800	(290)(U)
Passenger screening expense.		
56355-344101 - LOCAL PROMOTION	28,000	20,158 (F)
Savings due to some expenses allocated to Airport Marketing Account of the Transport Canada Budget.		
56901-344101 - CONTRACTUAL SERVICES	11,000	10,568 (F)
Savings due to some expenses allocated in Airport Marketing Account of the Transport Canada Budget.		
58022-344101 - INTERNAL DEBT CHARGES	40,000	601 (F)
Minor favourable variance		

(F - Favourable, U - Unfavourable)

1995

	<u>Budget</u>	<u>Variance</u>
REVENUES		
46007-344101 - OFFICE AND SHOP SPACE Regionally owned offices currently not completely leased out.	5,000	(4,800) (U)
43413-344101 - MTO SUBSIDY Remainder of the 1994 MTO subsidy for the development of a Strategic Plan.	0	9,091 (F)
45168-344101 - PASSENGER SCREENING FEES Currently there are no chargeable airlines operating out of Hamilton Airport. Air Laurentian departed Feb 28/95 and Pem Air departed Apr 30/95.	24,800	(24,019) (U)
TOTAL VARIANCE		11,309 (F)

You will note on the Summary of Variances of the Regional Airport Budget that the year-end favourable variance is \$11,309, thereby causing the net cost to decrease from the approved \$76,990 to \$65,681.

/jif

cc: J.D. Thoms, Commissioner of Planning and Development
J. DiBattista, Finance Department

REGION OF HAMILTON-WENTWORTH
YEAR END BUDGET EXCEPTION REPORT
DEPARTMENT VARIANCE SUMMARY

Reporting Period: December 31, 1995

Department: AIRPORT

VARIANCE DATE

Operation & Maintenance Budget
(Transport Canada)

	<u>1995 BUDGET</u> (A)	<u>YEAR END ACTUAL</u> (B)	<u>FAVOURABLE (UNFAVOURABLE)</u> (A) - (B)
TOTAL EXPENDITURE	<u>2,220,260</u>	<u>2,111,028</u>	<u>109,232</u>
TOTAL REVENUE	<u>1,706,260</u>	<u>1,670,336</u>	<u>(35,924)</u>
TOTAL DEPARTMENT SUBSIDY	<u>514,000</u>	<u>440,692</u>	<u>73,308</u>

Prepared by:

Department Manager:

K. Maclean
A. Maclean

REGION OF HAMILTON-WENTWORTH
YEAR END BUDGET EXCEPTION REPORT
DEPARTMENT VARIANCE SUMMARY

Reporting Period: December 31, 1995

Department: AIRPORT

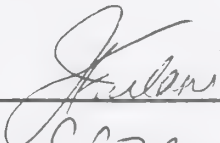
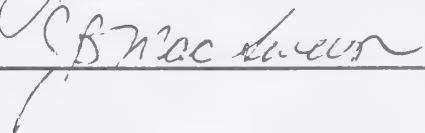
VARIANCE DATE

Regional Budget

	1995 BUDGET	YEAR END ACTUAL	FAVOURABLE (UNFAVOURABLE)
	(A)	(B)	(A) - (B)
TOTAL EXPENDITURE	<u>144,790</u>	<u>113,753</u>	<u>31,037</u>
TOTAL REVENUE	<u>67,800</u>	<u>48,072</u>	<u>(19,728)</u>
TOTAL DEPARTMENT	<u>76,990</u>	<u>65,681</u>	<u>11,309</u>

Prepared by:

Department Manager:

REGIONAL MUNICIPALITY OF HAMILTON-WENTWORTH

YEAR END BUDGET EXCEPTION REPORT

PROGRAM VARIANCE DETAIL

Reporting Period: December 31, 1995 Department: AIRPORT

Program: Regional Budget

**FAVOURABLE/
(UNFAVOURABLE)
YEAR END VARIANCE**

Expenditure Variance - Please Explain	Budget	\$
53981 PASSENGER LICENSING	34,800	(290)
Passenger screening expense.		
56355 LOCAL PROMOTION	28,000	20,158
Savings due to some expenses allocated		
to Airport Marketing Account in Transport		
Canada Budget.		
56901 CONTRACTUAL SERVICES	11,000	10,568
Savings due to some expenses allocated		
to Airport Marketing Account in Transport		
Canada Budget		
58022 INTERNAL DEBT CHARGE	40,000	601
Total Expenditure Variance		31,037
Revenue Variance - Please Explain	Budget	
46007 OFFICE & SHOP SPACE	5,000	(4,800)
Regional owned office not completely		
leased out.		
43413 MTO SUBSIDY	-0-	9,091
Remainder of the 1994 MTO Subsidy for		
the development of a Strategic Plan		
45168 PASSENGER SCREENING FEES	24,800	(24,019)
Currently there are no chargeable		
airlines operating out of Hamilton		
Airport. Air Laurentian departed		
Feb 28/95 and Pem Air departed Apr 30/95.		
Total Revenue Variance		(19,728)
Total Program Variance		11,309

Prepared By: *Harlan*

Program Manager: *Bob MacLean*

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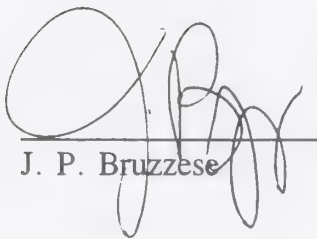
REGION OF HAMILTON-WENTWORTH
- INFORMATION -

DATE: February 29, 1996

REPORT TO: Chairman and Members
Hamilton-Wentworth Region Airport Management Board

FROM: James P. Bruzzese
Acting Treasurer and Commissioner of Finance

SUBJECT: AIRPORT ACCOUNTS RECEIVABLE OVER 90 DAYS
AS AT FEBRUARY 29, 1996



J. P. Bruzzese

BACKGROUND:

Monthly, this report is submitted to the Management Board for their information. The attached appendix is a listing of the larger accounts receivable which are at least 90 days overdue as of February 29, 1996.

The total accounts receivable for the Airport is \$308,996.22 of which \$39,733.39 has been outstanding for more than 90 days. The accounts over \$100 are listed on Appendix "A" with comments as to the status of the account and action taken by the Region.

Two new accounts have been added since the previous report of November 28, 1995. Four of the accounts in that report have been settled. In addition to the accounts on Appendix "A", there are 53 accounts under \$100 outstanding over 90 days with a credit balance of \$10,486.86.

APPENDIX "A"

REGIONAL MUNICIPALITY OF HAMILTON-WENTWORTH

DEPARTMENT OF FINANCE

Accounts Receivable Over 90 Days

Account: AIRPORT

Customer Number	Customer Name	Balance on Dec. 31/95	Balance on Feb. 29/96	Total Owed	Comments
		Over 90 Days	Over 90 Days	Feb. 29/96	
		\$	\$	\$	
239	Air Charter Systems	896.70	896.70	896.70	Same corporation with two accounts. Landing
339	World Wide Air Charer	577.12	577.12	577.12	fees accounts. The company surrendered its licence and closed its operation. The Region accepted the 10% settlement offer of the total indebtedness. The date of release of funds earlier extended to October, 1995 has now been extended to April 30, 1996.
282	918997 Ont Ltd.	967.57	1,001.84	1,096.57	Part of 4th instalment of property taxes due. Customer has indicated payment by February 28, 1996.
323	Canadian Airlines	505.54	0	979.34	Landing fees account. Payment received on January 16, 1996.
349	Skycraft Air	217.84	217.84	217.84	Landing fees account. Company has gone bankrupt as of June 1, 1994. Proof of Claim filed on June 23rd.
362	South West Air	2,105.48	5,254.28	6,108.71	Company has ceased operations as of Nov. 21/95. Awaiting for more information as to the appointment of Receiver.
214	Imperial Oil	0	810.90	1,704.44	Rental account for pre-access license agreement. No payment received since November 1, 1995 as customer holding payment awaiting new lease from the Legal department.

Customer Number	Customer Name	Balance on Dec. 31/95 Over 90 days	Balance on Feb. 29/96 Over 90 days	Total Owed Feb. 29/96	Comments
		\$	\$	\$	
372	JETALL	2,452.18	4,744.98	6,486.24	Landing fees account. Customer has filed for protection from creditors in the court to allow them to reorganize and arrange for payment.
416	Air Niagara Exp.	301.12	311.12	366.27	Landing fees account. Collection being pursued.
1023	Air Laurentian	23,867.22	23,867.22	23,867.22	Rental/landing fees account. Region filed its Proof of Claim on Sept 12, 1995 with the trustee in bankruptcy. Trustees advises that the proposal was accepted by the majority of creditors. Awaiting further update from Trustee.
1041	Viscount Air	6,236.05	0	0	Landing fees acct. Payment received on January 5, 1996.
1119	Miami Air	601.29	606.30	621.31	Landing fees account. Collection being pursued.
1053	Kitty Hawk	0	200.27	215.27	Landing fees account. Collection being pursued.
1209	PSA Airlines	0	1,081.01	3,236.49	Landing fees account. Collection being pursued.
1260	Advance Air	7,913.04	8,036.90	8,036.90	Landing fees account. Due to cash flow problems, customer has been unable to pay arrears. Letters sent to Credit Bureau's Letter Service. Memo now received from the customer that they are no longer in business. Trustees not appointed yet.
808	American Airlines	2,584.46	2,613.77	2,698.73	Landing fees account collection being pursued.

Customer Number	Customer Name	Balance on Dec. 31/95 Over 90 Days	Balance on Feb. 29/96 Over 90 Days	Total Owed Feb. 29/96	Comments
		\$	\$	\$	
713	Air Transit	2,215.33	0	0	Landing fees account. Payment received on January 4, 1996.
1293	F.C. Services	266.04	0	0	Landing fees account. Payment received on February 9, 1996.
	Sub Total	\$ 51,706.98	\$ 50,220.25	\$ 57,109.15	
	Accounts Under 90 Days	N/A	N/A	251,887.07	
	Accounts Under \$100	(10,384.58)	(10,486.86)	N/A	
		<u>\$ 41,322.40</u>	<u>\$ 39,733.39</u>	<u>\$308,996.22</u>	

2.2(c)

Feb 22/96

Sir or Ma:

On the 5th of Feb 16 1996 my wife and her friend arrived in Hamilton from Cuba. The plane was supposed to land in Toronto but due to the lateness of the hour it was diverted to Mount Hope. On the plane that landed, there were people from Kitchener, Brantford, St Catharines and other places in Ontario. They were amazed at the lovely airport and some did not know it had existed. It was the first time they had seen Mount Hope airport.

My wife and self have used the airport twice with US AIR. travelling to Pittsburgh and to Florida. We were sorry indeed when trips to Florida were cancelled.

What bothers us is that the airports in Cuba are nothing compared to Mount Hope. I wish there was some way trips could be arranged between Cuba & Hamilton. There are many Canadians travelling to Cuba every week.

Although ² I no longer live in
Hamilton, it is still home to me
as I was born ~~there~~ and
served with the R H C I regiment
On my travels I always speak
well of Hamilton and the
beautiful airport at Mount Hope.

I do understand that something
is being arranged for passenger
travel in Canada but no
mention of USA or other countries

We get enough exposure
about the Rock Gardens and the
Tiger Cats and its about time
something should be done about
creating more interest at Mount Hope

Sincerely
E. P. Boyko

E. P. BOYKO

29 B LINGWOOD DR

WATERFORD ONT

N0E1Y0

Phone 519-443-7589



THE REGIONAL MUNICIPALITY
OF HAMILTON - WENTWORTH

2.2(d)
Office of the Chairman

February 9, 1996

Mr. & Mrs. W.G. Murray
49 Bishop Reding Trail
Hamilton, Ontario
L9B 2L7

Dear Mr. & Mrs. Murray:

Re: Airport Noise

Thank you for your letter of February 7, 1996 regarding the problems you are experiencing with airport noise.

I have forwarded your letter to our Airport Management Board, under whose jurisdiction this matter falls, for their information and consideration of the concerns you have raised in your letter to me.

You will be advised of the Board's decision once your letter has been reviewed by them.

Thank you for writing.

Yours very truly,

Terry Cooke
Regional Chairman

cc - Airport Management Board
- B. MacSween, Airport General Manager
Encl.

Mr. & Mrs. W. G. Murray
19 Bishop Reding Trail
Hamilton, Ont. Canada
L9B 2L7

RECEIVED FEB 03 1966

49, Bishop Reding Trail
Hamilton
Ontario

L9B 2L7

7/2/96

Hamilton - Wentworth
Regional Chairman Terry Cooke,

Dear Sir

We have endured so many sleep interrupted nights occasioned by night flights from Hamilton Airport I feel impelled to write to you.

Mr Cooke it is unconscionable that citizens and taxpayers of this city should be treated like this.

Nobody is against the expansion of the airport, though I don't think its the panacea everyone expects, but the expansion must be done with consideration for the health and quality of life of people who live on the mountain and Ancaster, these people contribute financially through their taxes which it seems the airport will not do for a long time.

We are being treated like second class citizens compared to for example Toronto/Lancaster citizens, who have apparently a more compassionate and caring council who will not allow planes to take off or land between midnight and seven AM.

These carriers only come to Hamilton for one reason nobody else wants them, what a reputation for Hamilton.

Mr Cooke would you like to go to bed with earplugs in your ears to try and cut down on the noise?

There is a ban on noise from factories at night and sound barriers are put on most roads lately so noise is recognized as a hazard, sleep deprivation is a health problem and in some parts of the world is as a torture.

The noise we get in St Elizabeth Village is take off noise not aer/ly noise when the planes get up to about fifty-seventy feet above a stand of trees the noise of wide open jet engines is horrendous, no amount of flight path changes or noise abatement procedure is going to do any good.

if you can't move the runway - the proposed changes in the flight path to turn sound will only throw more sound our way to the North.

Does nobody study all aspects of this problem? There is only one real solution to this noise at night and that is no night flights people must come before planes.

One question now that we are going to have Private Management for the airport, who manages the manager?

I hope this letter receives a more favorable consideration than has been coming from the airport committee, some of whom by their own admission couldn't care less about people's concerns.

Yours Truly,
Jeffrey

3.1

THE CANADIAN JOURNAL OF HERBALISM / REVUE CANADIENNE DE PHYTOTHTHÉRAPIE

FAX: (905) 664-1567

EDITOR / REDACTEUR KEITH STELLING, MA, MNIMH, DIP. PHYTOTHERAPY OHA
Member of the National Institute of Medical Herbalists of Great Britain (Established 1864)
Member of the Government of Canada Expert Advisory Committee on Herbs and Botanical Preparations
Treasurer Ontario Herbalists' Association

7 February, 1996

Ms. Carolyn Biggs
Airport Management Board
FAX 546 2546

Dear Ms. Biggs;

Further to Liam Rafferty's letter of 5 February, 1996, I would like to ask you to obtain for me, an appointment to address the Airport Management Board and the Economic Development and Planning Committee. I should be most grateful if you would kindly make such arrangements.

Sincerely,

Keith Stelling.

Confidential & Urgent**Dear Sir/Madam,**

**The attached letter to the Regional Municipality of
Hamilton Wentworth is intended to help you as a reference.
Your continued interest in this issue is appreciated.**

**Sincerely,
Keith Stelling.**

To: Aldermen & Councillors**From : Keith Stelling****At: Dip Phyt. Medical Herbalist****Pages: 5****My Fax Number : 6641567**

Canadian Journal of Herbalism

11 WINTHROP PLACE, STONEY CREEK, ONTARIO, L8G 3M3, CANADA

TEL: (905) 664-6715

FAX: (905) 664-1567

EDITOR: Keith Stelling, MA, (McMaster University), Dip. Phytotherapy, MNIMH, MCPP (England)

MEMBER OF THE NATIONAL INSTITUTE OF MEDICAL HERBALISTS OF GREAT BRITAIN, ESTABLISHED 1864

MEMBER OF THE GOVERNMENT OF CANADA EXPERT ADVISORY COMMITTEE ON HERBS AND BOTANICAL PREPARATIONS

MEMBER OF THE COLLEGE OF PRACTITIONERS OF PHYTOTHERAPY (ENGLAND)

10 January, 1996

To the Chairman and Councillors
Regional Municipality of Hamilton-Wentworth

Gentlemen:

HAMILTON AIRPORT

I am writing to you on behalf of a number of Hamilton-Wentworth taxpayers, and on my own behalf as a taxpayer in Stoney Creek.

We have now all had time to realize that the building of an important air cargo handling facility needs to be a long term investment. It provides an excellent opportunity for regional and federal cooperation. It may even stimulate the local building trade. But if it becomes obsolete before completion, it is a poor investment.

As our elected representatives, you have been entrusted to make the best decision for us, and on our behalf. Nowadays the burden of such decision making is often lightened by the use of a referendum, especially for projects which will have a great impact environmentally, will require considerable public expenditure, or may have a negative influence upon the health of people living in the region.

As Canadians, we have a reputation for working out compromises. We believe, that before any of our tax dollars are committed, it is useful for us to offer positive suggestions because we want to help you make the sort of decision we will feel comfortable with. The information presented here is intended to help you make a better decision based on the viewpoint of the taxpayer whose representative you are. Our position is this:

1. AS AN AIRPORT LOCATION, MOUNT HOPE IS OBSOLETE; ALL -NIGHT OPERATION IS UNACCEPTABLE IN A DENSELY POPULATED AREA. FURTHER DEVELOPMENT OF THE PRESENT SITE IS AN UNWISE INVESTMENT.

Long term investment of the sort needed for an international airport, must be planned with a provision for future expansion. Mount Hope is nearly surrounded by urban

—2—

development on three sides. This prevents it ever from becoming a safe urban airport.

It is already apparent to us that our tax dollars would not be wisely invested in the development of a location that is already obsolete. It is also apparent to us that we are being asked to contribute to the funding of a project which is not in our own interest because it will inevitably lower residential property values, will become an increasing health threat, and can never be made safe.

HISTORICAL NOTE:

Mount Hope Airport was built as an emergency wartime facility in 1942. At the time, the landing strip was approached by relatively small aircraft of the type which are now in the Canadian Warplane Heritage Museum, over miles of open fields most of present day Stoney Creek, and Hamilton mountain. Urban planning, however, has failed to take into account the need to keep open a wide swath of open countryside for flight paths. Consequently, in coming jets must now overfly a solid expanse of densely populated residential development which includes dozens of 'high rises' in Stoney Creek, East Hamilton and Hamilton Mountain.

2. CANADIAN WARPLANE HERITAGE MUSEUM

Over the years the fine Canadian Warplane Heritage Museum has been established at Mount Hope Airport, largely because of the commitment of volunteers, many of whom actually took part in the second world war. With the recent very welcome infusion of federal funds, the museum now has the potential to be developed as an important tourist attraction. Planning a cargo facility that is compatible with an international tourist attraction is not a fair task to demand of a designer. We believe that increasing transport-truck congestion would ultimately rule out the safe use of the site as a museum. As custodians of this treasure of international significance, we have a duty to protect and to develop what has already been established. Tourism is consistent with the region's need to encourage environmentally acceptable industry.

3. THE THREAT TO OUR HEALTH

We believe that our health, and our children's health, is already being compromised by the overnight operation of Hamilton Airport. Many recent medical studies demonstrate the relation between particulate carbon emissions produced by diesel and jet fuels and increased incidence of serious human pathology of the respiratory tract. Approximately. (Please see *Critical Condition; Human Health and the Environment. A Report by Physicians for Social Responsibility*. Ed. Eric Chivian, M.D. Cambridge, Mass. and London, England: The M.I.T. Press, 1993. ISBN 0-262-53118-6.) Eighty per cent of a jet's fuel is very inefficiently consumed on take off. Pilots often dump remaining fuel before landing as a fire precaution.

It has now been possible to associate new cases of insomnia in adults and of night

—3—

terrors in children, to sleep disturbances caused by incoming and departing jets. Repeated, unpredictable disruption of sleep (as is usually the custom only in detention prisons in totalitarian states) will eventually weaken the health of any population. Increased ill health means increased demand for hospital care trial pollution of air and drinking water. Our need for an undisturbed sleep is as essential to health as food or oxygen. Its denial is inconsistent with our rights under the United Nations Charter of Human Rights, and contravenes our right to health as Canadian citizens.

4. THE SAFETY OF OUR CHILDREN AND OUR FAMILIES

When air disasters occur over populated areas, fatalities are escalated enormously. This was demonstrated when the aircraft carrying cargo into Amsterdam smashed into a high rise apartment building.

Airport security and protection against terrorist attacks is greater when the airport is well separated from the city with open approaches to its runways. (The missiles that landed on the roofs of buildings at Heathrow airport before the IRA truce, were fired from a nearby residential area.)

5. WE ARE LOOKING FOR INNOVATIVE SOLUTIONS:

The most up-to-date airport planning has taken into consideration this need to separate the airport from the urban centre by a distance of at least twenty miles. It would be a pity if we could not benefit from location planning innovations at Halifax, Paris Charles de Gaulle, and the new Hong Kong airport, all of which are sufficient distant from the city to ensure that flight paths do not pass over populated areas, and the last two of which have developed rapid urban rail transport facilities for passengers and freight to link the inner city and the airport. A great opportunity for real innovation should not be lost because of our inability to adapt new planning ideas. An entirely new airport location in the north east corner of Wentworth County with access to Highway 401 could provide more efficient interchange between airfreight and surface transport to Toronto, Kitchener, London and Sarnia. A short railway link to the GO transit railway line could offer passengers with fast access to Toronto and Hamilton.

6. WE CANNOT ACCEPT CONTINUED ALL-NIGHT OPERATION OF MOUNT HOPE AIRPORT.

The present all-night operation of Mount Hope as a backup facility to Pearson International is unacceptable because it is prejudicial to our health and safety. We demand that overnight flights be curtailed with immediate effect.

Yours truly,

Keith Stelling.

Copies:

The Right Honourable Jean Chrétien, Prime Minister.
The Right Reverend Walter Asbil, Bishop of Niagara
The Honourable Sheila Copps, Minister of the Environment
The Honourable Douglas Young, Minister of Transport
The Honourable Tony Valeri, MP, Lincoln
The Honourable Diane Marleau, Minister of Health
The Honourable Jim Wilson, Minister of Health
The Honourable Al Pallisini, Minister of Transport
The Mayor, Aldermen, and Councillors, City of Hamilton.
The Mayor, Aldermen, and Councillors, City of Stoney Creek.
The Mayor, Aldermen, and Councillors, Town of Dundas.
The Mayor, Aldermen, and Councillors, Town of Ancaster.

DISCUSSION

AGENDA

MATERIAL

REGION OF HAMILTON-WENTWORTH
- RECOMMENDATION -

DATE: February 22, 1996

REPORT TO: Chairman and Members
Hamilton Region Airport Management Board

FROM: Mr. J. B. MacSween
A/Airport General Manager

SUBJECT: Consent to Sublease between the Regional Municipality of Hamilton-Wentworth and Ontario Flightcraft Limited respecting an extension to the temporary occupancy of Purolator Courier Limited (AIR 96-009)

RECOMMENDATION:

- a) That the authority for the Region to approve the Consent to Sublease between the Regional Municipality of Hamilton-Wentworth and Ontario Flightcraft Limited respecting the temporary occupancy of Purolator Courier Limited expiring on April 1, 1996, approved by Regional Council on June 6, 1995 in adopting Item 11 of Report 7-95 of the Economic Development and Planning Committee, be extended to November 30, 1996;
- b) That a copy of Council's decision be forwarded to Ontario Flightcraft Limited.



J. B. MacSween, Acting Airport Manager

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

The Airport Management office is in receipt of a letter dated February 16, 1996 from the Mr. Bob Linton Ontario Flightcraft, requesting that an extension be granted to the current sublease between Ontario Flightcraft and Purolator Courier until November 30, 1996.

This extension will allow Purolator Courier Limited the necessary time to finalize their arrangements and to build a permanent sort facility at Hamilton Airport.

/mt

- c.c. Mr. J. D. Thoms, Commissioner of Planning and Development
- c.c. Joseph Fudge, Assistant Corporate Counsel
- c.c. Bob Zolaturiuk, Insurance Co-ordinator
- c.c. Mirella Thompson, Airport Lease/Invoice Co-ordinator

1
URBAN/MUNICIPAL
CA3 ON HW 465
H18
1996

HAMILTON REGION AIRPORT MANAGEMENT BOARD

A G E N D A

URBAN MUNICIPAL

DATE: Thursday, April 11, 1996
TIME: 8:30 o'clock a.m.
PLACE: Hamilton Airport Terminal Building

APR 11 1996

GOVERNMENT DOCUMENTS

1. GENERAL

- a) **Declaration of Interest** re: Municipal Conflict of Interest Act
- b) **Minutes** of the March 14, 1996 meeting of the Hamilton Region Airport Management Board

2. CONSENT AGENDA

2.1 Renewal of Sublease No. 145512 - Morningstar Air Express Inc. (AIR 96-010)

- a) That the application of Morningstar Air Express Inc. to renew their current sublease consisting of 16 square metres of office space located in the terminal building referred to as Room 1152, be approved, subject to the following:
 - i) That the applicant enter into a Supplemental Agreement to Sublease No. 145512 with the Region, in a form satisfactory to the Commissioner of Legal Services and Transport Canada;
 - ii) That the agreement have a term of one year, commencing on April 1, 1996 until March 31, 1997;
 - iii) That the rental rate for 16 square metres of office space be established as follows:

- aa) 16 square metres of office space at \$120 per square metre per annum, resulting in a net rent of \$1,920 per annum, or \$160 per month;, subject to any Transport Canada rental increases;
- bb) That in addition to the net rent, there will be an annual Airport Administration/Maintenance Fee of 10% applied, as well as a Goods and Services Tax of 7%, therefore resulting in an annual rent of \$2,259.84 to be paid in monthly instalments of \$188.32 per month;
- iv) That the monthly rent for office space be credited to Office and Shop Space Account No. 1-46007-343199, and the monthly Administration/Maintenance Fee credited to Account No. 1-45137-343199;
- v) That the applicant be required to provide the Region with the necessary Comprehensive and Liability Insurance in the amount of \$1,000,000, naming the Region and Transport Canada as named insureds;
- vi) That a thirty (30) day termination clause be included in Sublease for both parties;
- b) That the Regional Chairman and Regional Clerk be authorized and directed to execute the Supplemental Agreement on behalf of the Region, in a form satisfactory to the Commissioner of Legal Services.

2.2 Cancellation of Consent to an Assignment of Sublease No. 136190 between the Regional Municipality of Hamilton-Wentworth and Canadian Warplane Heritage to Hamilton Air Freight (AIR 96-013)

That the Region revoke and repeal the authority granted to the Canadian Warplane Heritage Museum to assign its interest in Hangar No. 4 under Sublease No. 136190 to Hamilton Air Freight Limited, effective May 7, 1996.

2.3 Sublease Renewal - Hamilton Hertz (1983) Limited (AIR 96-012)

- a) That the request made by Hamilton Hertz (1983) Limited to renew their current sublease consisting of 3.25 square metres of counter space in the Terminal Building, and seven (7) car park spaces located east

of the Terminal Building, be approved, subject to the following:

- i) That the applicant enter into a Supplemental Agreement to Sublease No. 141625 with the Region, in a form satisfactory to the Commissioner of Legal Services and Transport Canada;
- ii) That the agreement have a term of one (1) year, commencing on May 1, 1996 until April 30, 1997;
- iii) That in accordance with Regional By-law No. 95-078 passed and enacted on August 22, 1995, the rental rate for 3.25 square metres of counter space and seven (7) car park spaces be established as follows:
 - aa) 3.25 square metres of counter space at \$441.15 per square metre per annum, and seven (7) car park spaces at \$13.45 per car per month, resulting in a net rent of \$2,563.54 per annum or \$213.63 per month, subject to any future Transport Canada rental increases;
 - bb) That in addition to the net rent, there will be an annual Airport Administration/Maintenance Fee of 10% applied, as well as a Goods and Services Tax of 7%, therefore resulting in an annual rent of \$3,017.28, to be paid in monthly instalments of \$251.44 per month;
- iv) That the monthly rent for counter space be credited to Office and Shop Account No. 1-46007-343199, and the related car park spaces credited to Car Parking - Car Rental Account No. 1-45019-343199 and the monthly Administration/Maintenance Fee credited to Account No. 1-45137-343199;
- v) That the applicant be required to provide the Region with the necessary Comprehensive and Liability Insurance in the amount of \$1,000,000, naming the Region and Transport Canada as named insureds;
- vi) That a thirty (30) day termination clause be included in Sublease for both parties;

- b) That the Regional Chairman and Regional Clerk be authorized and directed to execute the Supplemental Agreement on behalf of the Region, in a form satisfactory to the Commissioner of Legal Services.

2.4 Sublease of Office No. 1155 in the Terminal Building to Greyhound Lines of Canada Ltd. (AIR 96-014)

- a) That the application by Greyhound Lines of Canada Ltd. to sublease office Number 1155, consisting of 14.5 square metres and 10.6 square metres of ticket counter space, located in the Terminal Building, be approved, subject to the following:
 - i) That the applicant enter into a Supplemental Agreement with the Region, in a form satisfactory to the Commissioner of Legal Services, for a term of one (1) year commencing on May 1, 1996, pending the outcome of the applicant's due diligence;
 - ii) That the rental rate be established as follows:
 - aa) 14.5 square metres of office space at \$263.75 per square metre per annum, and 10.6 square metres of ticket counter space at \$441.15 per square metre per annum,, resulting in a net rent of \$8,500.57 per annum or \$708.38 per month, subject to any future Transport Canada rental increases;
 - bb) That in addition to the net rent, there will be an annual Airport Administration/Maintenance Fee of 10% applied, as well as a Goods and Services Tax of 7%, therefore resulting in an annual rent of \$10,005.17, to be paid in monthly instalments of \$833.76;
 - iii) That the monthly rent for office and ticket counter space be credited to Office and Shop Space Account No. 1-46007-343199, and the monthly Administration/Maintenance Fee credited to Account No. 1-45137-343199;
 - iv) That the applicant be required to provide the Region with the necessary Comprehensive and Liability Insurance in the amount of \$1,000,000, naming the Region and Transport Canada as named insureds;

- vi) That a thirty (30) day termination clause be included in Sublease for both parties;
- b) That the Regional Chairman and Regional Clerk be authorized and directed to execute the Supplemental Agreement on behalf of the Region, in a form satisfactory to the Commissioner of Legal Services.

2.5 For the Information of the Board:

That the following items be received:

- a) Airport Accounts Receivable Over 90 Days as at March 29, 1996

3. DISCUSSION AGENDA

3.1 Consent to an Assignment of Sublease No. 136190 between the Regional Municipality of Hamilton-Wentworth and Canadian Warplane Heritage to Glanford Aviation Services Limited (AIR 96-015)

- a) That the request by Canadian Warplane Heritage, pursuant to the requirements of Sublease No. 136190 regarding the sale of Hangar No. 4 and the Assignment of Sublease No. 136190 to Glanford Aviation Services Limited, for the purpose of operating an aviation cargo/courier facility, be approved, subject to the following:
 - i) That the expiration date of the term of Sublease No. 136190 and Sublease No. 132930 be extended from March 31, 2008 to March 31, 2011, without any further rights of renewal;
 - ii) That in accordance with Regional By-law No. R95-078, passed and enacted on the 22nd day of August, 1995, the rental rate for Subleases Nos. 136190 and 132930 be established as follows:
 - aa) Sublease No. 136190, consisting of 8,624 square metres of land, at \$1.40 per square metre per annum, resulting in a net rent of \$12,073.60 per annum, or \$1,006.13 per month, subject to any future Transport Canada rental increases;

- bb) That in addition to the net rent, there will be an Annual Airport Maintenance/Administration Fee of 10% applied, as well as a Goods and Services Tax of 7%, therefore resulting in an annual rent of \$14,210.63, to be paid in monthly instalments of \$1,184.22, plus realty taxes, commencing on the date of Purchase of Hangar No. 4;
- cc) Sublease No. 132930, consisting of 6,639 square metres of land, at \$1.40 per square metre per annum, resulting in a net rent of \$9,294.60 per annum, or \$774.55 per month, subject to any future Transport Canada rental increases;
- dd) That in addition to the net rent, there will be an Annual Airport Maintenance/Administration Fee of 10% applied, as well as a Goods and Services Tax of 7%, therefore resulting in an annual rent of \$10,933.74, to be paid in monthly instalments of \$911.65, plus realty taxes, commencing on the date of Purchase of Hangar No. 4;
- iii) That the monthly rent for the land be credited to Land Rental Account No. 1046006-343199, and the monthly Administration/Maintenance Fee be credited to Account No. 1-45137-343199;
- iv) That Glanford Aviation Services Limited be required to comply with Article 12.1, 12.2 and 12.3 of Subleases Nos. 136190 and 132930, subject to such amendments as the Region's Insurance Co-ordinator may require, and to provide the Region with proof of insurance confirming Glanford Aviation Services Limited, the Regional Municipality of Hamilton-Wentworth, Transport Canada; and the successful airport private operator as named insureds;

- v) That Glanford Aviation Services Limited complete all renovations to the existing Hangar No. 4 in two (2) years from the commencement of the Assignment, or such longer period as permitted by the Acting Airport General Manager, obtain all necessary Ontario Fire Code authorizations, building permits, pay all required Development Charges, comply with all municipal by-laws and legal requirements, and all works to the satisfaction of the Chief Building Official of the Township of Glanbrook and the Acting Airport General Manager;
- vi) That Glanford Aviation Services Limited agree to provide a performance bond, letter of credit or such other acceptable performance security, including the prepayment of rent, for the purpose of securing its obligations to commence and complete all renovations and additions as approved by the Region within the timeframe referred to in Paragraph (v) above;
- vii) That Glanford Aviation Services Limited complete the purchase of Hangar No. 4 and Sublease No. 136190 no later than June 30, 1996;
- viii) That Subleases Nos. 136190 and 132930 be amended so as to permit the following uses: aviation cargo/courier facility and related office uses;
- ix) That Glanford Aviation Services Limited agree with the Region to be bound by and to comply with all terms and conditions of Sublease No. 136190 from the date of purchase;
- x) That effective on the closing date, Canadian Warplane Heritage be released from all further and future liabilities under Sublease No. 136190, provided, however, that Canadian Warplane Heritage shall remain liable for any previous breaches or contravention from any of the terms and conditions in Sublease No.1 36190;

- b) That the Region enter into a Consent Agreement with Glanford Aviation Services Limited and Canadian Warplane Heritage, setting forth the terms and conditions outlining the Region's consent concerning the transfer of Hangar No. 4 and Sublease No. 136190, and the required amendments to Sublease No. 132930, including the provisions set forth in Section (a) above;
- c) That the Regional Chairman and Regional Clerk be authorized and directed to execute the Consent Agreement on behalf of the Region, in a form satisfactory to the Commissioner of Legal Services and the Acting Airport General Manager;
- d) That staff be authorized and directed to request the consent of Transport Canada to the transfer and assignment of Hangar No. 4 and Sublease No. 136190, in accordance with the foregoing.

3.2 Noise Abatement Procedures

Verbal Update by the Acting Airport General Manager.

3.3 Discussion of Consent Items

4. ADJOURNMENT

1(b)

MINUTES OF THE HAMILTON REGION AIRPORT MANAGEMENT BOARD

The Hamilton Region Airport Management Board met at 8:30 o'clock a.m. on Thursday, March 14, 1996 in the Airport Terminal Building, Hamilton Airport.

Present: Chairman (Mayor) G. Etherington
Vice Chairman K. Gregg
Councillors F. D'Amico, A. Sloat; G. Bryant, T. Cronmiller,
J. Monaco

Absent with regrets: Regional Chairman T. Cooke - Regional Business
Councillor D. Ross - Vacation
Councillor D. Wilson - City Business
J. Mongeon - Vacation
W. Scarth

Also present: Councillor F. MacIntyre
Messrs. B. MacSween, J. D. Thoms, G. Weylie;
Mmes. J. Furlani, M. Thompson, C. Biggs

1. GENERAL

- a) **Declaration of Interest** re: Municipal Conflict of Interest Act: None
- b) **Minutes** of the February 8, 1996 meeting of the Hamilton Region Airport Management Board

(Gregg/D'Amico)

Be received and adopted as presented.

CARRIED.

2. CONSENT AGENDA

(D'Amico/Monaco)

2.1 Sublease of Terminal Building Space to Purolator Courier Ltd. (AIR 96-007)

- a) That the application made on behalf of Purolator Courier Ltd. by Peace Bridge Brokerage Group to sublease 20.4 square metres of space in the Terminal Building, be approved, subject to the following:
 - i) That the applicant enter into a sublease for the term of one year, commencing on April 1, 1996;

- ii) That the rental rate for 20.4 square metres of space be established at \$120 per square metre per annum, plus a 10% Administration/Maintenance fee, plus 7% GST, resulting in an annual rental rate of \$2,881.30 which is to be paid in monthly instalments of \$240.11, plus realty taxes, commencing April 1, 1996;
- iii) That the monthly rent for the space be credited to Office and Shop Space Account No. 1-46007-343199, and that the monthly Administration/Maintenance fee be credited to Account No. 1-45137-343199;
- iv) That the applicant be required to provide the Region with the necessary Comprehensive and Liability Insurance in the amount of \$1,000,000, naming the Region and Transport Canada as named insureds;
- v) That a thirty (30) day termination clause be included in the sublease for both parties;
- b) That the Regional Chairman and Regional Clerk be authorized and directed to execute the Sublease on behalf of the Region, in a form satisfactory to the Commissioner of Legal Services.

2.2 For the Information of the Board:

That the following items be received:

- a) Hamilton Airport - 1995 Year End Budget Exception Report (AIR 96-008)
 - b) Airport Accounts Receivables Over 90 Days as at February 29, 1996
 - c) **Correspondence** from E. P. Boyko concerning the underutilization of Hamilton Airport for passenger travel
 - d) **Correspondence** from Mr. and Mrs. W. G. Murray to the Regional Chairman respecting Airport Noise
- CARRIED.**

3. DELEGATIONS

3.1 Keith Stelling, The Canadian Journal of Herbalism, respecting the future direction of Hamilton Airport

The Board received a presentation from Mr. Keith Stelling of the Canadian Journal of Herbalism who addressed the issues of noise over the residential areas of the City and the safety risk for residents of the Region.

3.2 R. J. Franks, Canadian Warplane Heritage, respecting Hangar #4

Mr. Franks was present at the meeting; however, he indicated that it was not necessary at this time to appear before the Board.

4. DISCUSSION AGENDA

4.1 Consent to Sublease between the Regional Municipality of Hamilton-Wentworth and Ontario Flightcraft Limited respecting an Extension to the Temporary Occupancy of Purolator Courier Limited (AIR 96-009)

(Monaco/Gregg)

a) That the authority for the Region to approve the Consent to Sublease between the Regional Municipality of Hamilton-Wentworth and Ontario Flightcraft Limited respecting the temporary occupancy of Purolator Courier Limited, expiring on April 1, 1996, approved by Regional Council on June 6, 1995, in adopting Item 11 of Economic Development and Planning Committee Report 7-95, be extended to November 30, 1996;

b) That a copy of Council's decision be forwarded to Ontario Flightcraft Limited.

4.2 Noise Abatement Procedures

(Sloat/Cronmiller)

That the verbal update from Acting Airport General Manager respecting new Noise Abatement Procedures, be received. **CARRIED (Attachment)**

4.3 Discussion of Consent Items

N/A.

NEW BUSINESS #1

Accommodations - Customs Border Service at Hamilton Airport (AIR 96-011)

(Monaco/Cronmiller)

- a) That Neemac International be retained to expand and renovate the offices of the current Canada Customs accommodations located in the Air Terminal Building at Hamilton Airport;
- b) That the Acting Airport General Manager be authorized and directed to issue a requisition for a purchase order to Neemac International, appointed by Revenue Canada Customs and Excise, at a cost not to exceed \$136,700 (GST extra) using Renovation Expenses Account No. 1-54802-344101;
- c) That this project be 100% funded by Revenue Canada Customs and Excise, and recovered using Recovery - Miscellaneous Account No. 1-44365-344101;
- d) That airport staff be authorized and directed to invoice Revenue Canada Customs and Excise for the 100% funding at a cost not to exceed \$136,700 (GST extra), as requested by Canada Customs.

CARRIED (Attachment)

On motion (**Monaco/Sloat**) the Board moved In Camera.

CARRIED.

On motion (**D'Amico/Monaco**) the Board reconvened in Open Session.

CARRIED.

On motion (**Gregg/Bryant**) the Board adjourned at 10:15 a.m.

CARRIED.

Chairman

Secretary

REGION OF HAMILTON-WENTWORTH

- RECOMMENDATION -

DATE: 1996 March 13

REPORT TO: Chairman and Members
Hamilton Region Airport Management Board

FROM: Barry MacSween
Acting Airport General Manager

SUBJECT: Accommodations - Customs Border Service at Hamilton Airport
(AIR96-011)

RECOMMENDATION:

- a) That Neemac International be retained to expand and renovate the offices of the current Canada Customs accommodations located in the Air Terminal Building at Hamilton Airport.
- b) That the Acting Airport General Manager be authorized and directed to issue a requisition for a purchase order to Neemac International appointed by Revenue Canada Customs and Excise at a cost not to exceed \$136,700.00 (G.S.T. extra) using Renovation Expenses Account No. 1-54802-344101;
- c) That this project be 100% funded by Revenue Canada Customs and Excise and recovered using Recovery - Miscellaneous Account No. 1-44365-344101; and
- d) That airport staff be authorized and directed to invoice Revenue Canada Customs and Excise for the 100% funding at a cost not to exceed \$136,700.00 (G.S.T. extra) as requested by Canada Customs.



J. B. MacSween, Acting Airport General Manager

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The Airport Management Board at its meeting of December 15, 1996 approved that Canada Customs proceed with the construction of additional space in the Air Terminal Building.

Revenue Canada Customs and Excise have advised that due to their fiscal year ending March 31, 1996 and the fact that the expansion has not commenced to date, it is impossible to expend their expansion allocated funds by their year-end. With this in mind, they have requested that Airport staff invoice Canada Customs for the expansion costs, at a cost not to exceed \$136,700.00 (G.S.T. extra). Canada Customs have also requested that Airport staff pay Neemac International for the expansion. The funding for this expansion would be 100% recovered from Revenue Canada Customs and Excise.

BACKGROUND:

Your Board at its meeting of December 13, 1995 approved the following:

- a) That staff be authorized and directed to contact Transport Canada seeking approvals for office expansion to the current Canada Customs accommodations in the Air Terminal Building;
- b) That staff be authorized and directed to contact the future private operator obtain their approvals for this work; and
- c) That staff be authorized and directed to contact Canada Customs and advise them to proceed with the construction of this additional space.

All of the above conditions have been met and you will recall that Canada Customs advised and agreed that all costs incurred for this expansion will be funded by them.

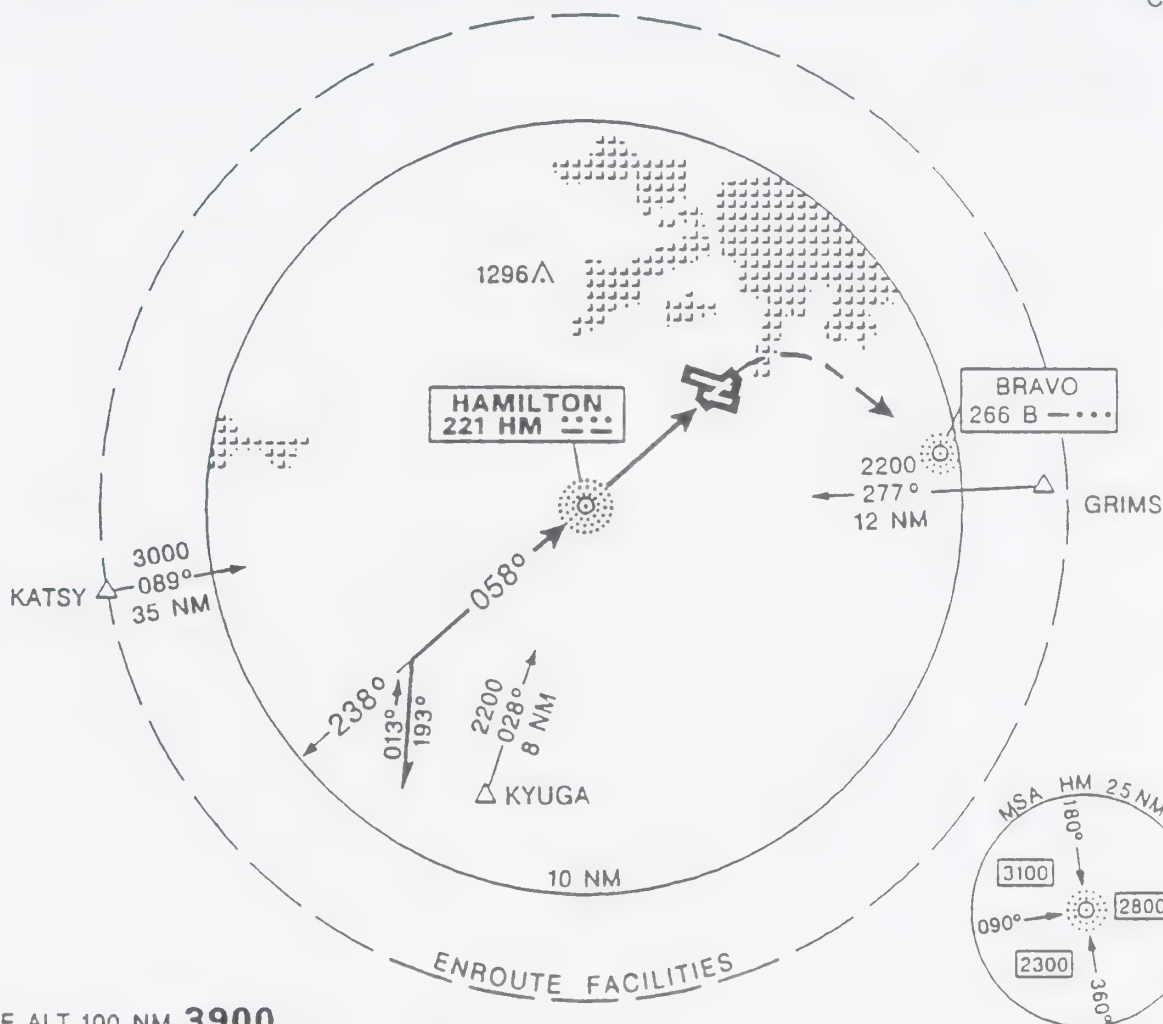
cc: J. Thoms, Commissioner, Planning & Development
J. Avery, Purchasing
J. DiBattista, Finance
J. Furlani, Airport Financial Analyst
M. Thompson, Airport Lease/Invoice Co-ordinator

**NEW NOISE ABATEMENT
DEPARTURE PROCEDURES
FOR HAMILTON AIRPORT
AS PUBLISHED IN THE
CANADA AIR PILOT
EFFECTIVE FEBRUARY 29, 1996
AT 4:00 A.M.**

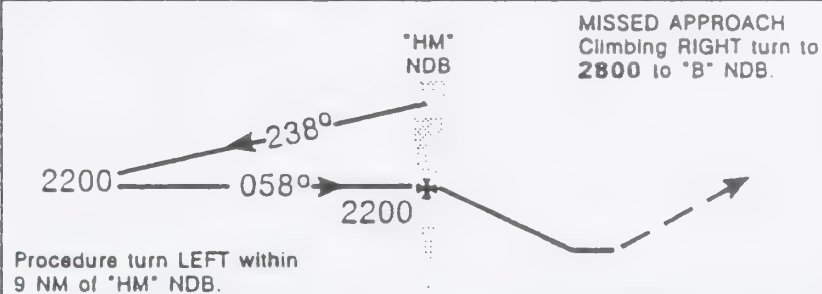
**NEWSLETTER ON
NOISE MANAGEMENT AT
HAMILTON AIRPORT**

ATIS 128.1	ARR TOWER	TWR 125.0 308.475	GND 121.6 308.125	DEP TORONTO CTR 133.3 290.8	ELEV 780 TDZE 06 776
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CYHM

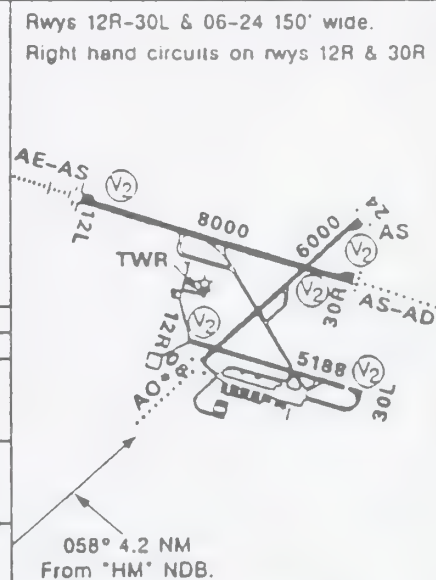


SAFE ALT 100 NM **3900**



Procedure turn LEFT within
9 NM of "HM" NDB.

CATEGORY	A	B	C	D
NDB	1240 (464) 1			1240 (464) 1 1/4
CIRCLING	1280 (500) 1 1/2		1280 (500) 2	1380 (600) 2



058° 4.2 NM
om "HM" NDB.

"HM" NDB to threshold 4 2 NM					
Knobs	70	90	110	130	150
Min:Sec	3:36	2:48	2:17	1:56	1:41

NDB RWY 06

N43 10 19 W79 55 53

VAR 9° W

HAMILTON ONTARIO
HAMILTON

EFF 29 FEB 96 CHANGE: Rwy 30L displaced

52

NAD83

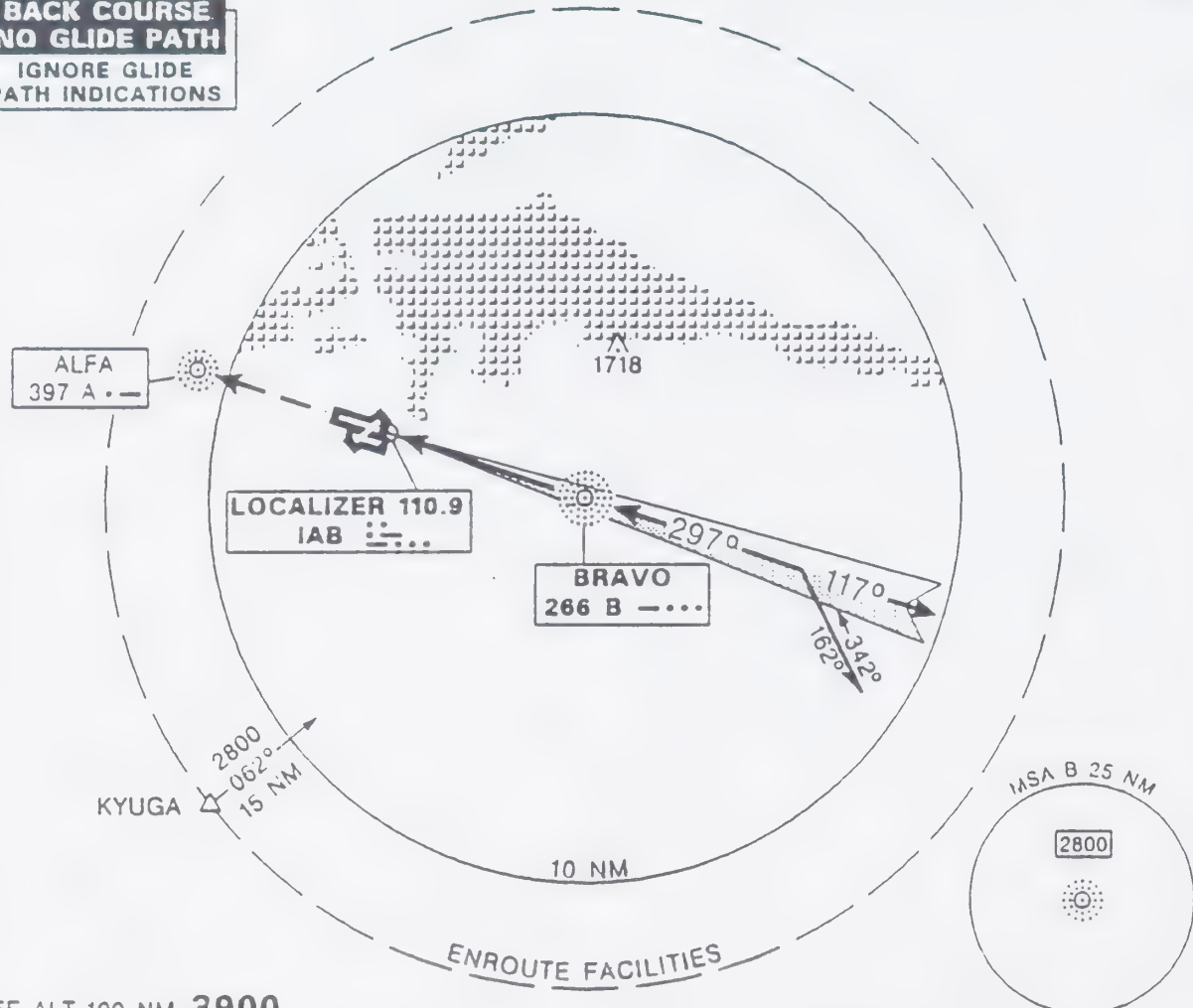


ATIS 128.1	ARR TOWER	TWR 125.0 308.475	GND 121.6 398.125	DEP TORONTO CTR 133.3 290.8	ELEV 780 TDZE 30R 772
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CYHM

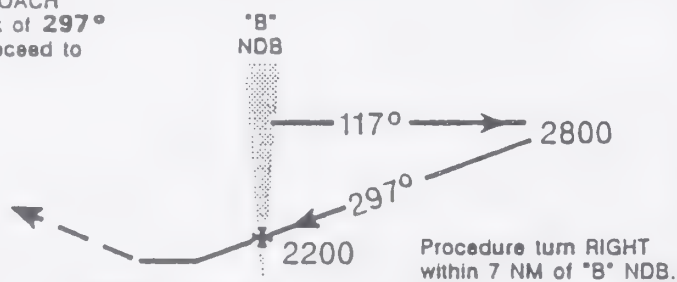
**BACK COURSE
NO GLIDE PATH**

**IGNORE GLIDE
PATH INDICATIONS**

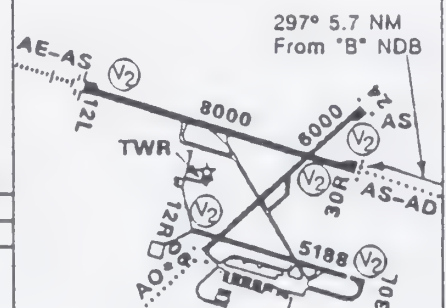



SAFE ALT 100 NM 3900

MISSED APPROACH
Climb on track of **297°**
to **2800**. Proceed to
"A" NDB



Rwys 12R-30L & 06-24 150' wide.
Right hand circuits on rwys 12R & 30R



<div style="display: flex; align-items: center; justify-content: space-between;"> <div style="width: 20%;"></div> <div style="width: 40%; text-align: center;">  </div> <div style="width: 40%;"></div> </div>				
CATEGORY	A	B	C	D
LOC(BC)	1160		(388)	1
NDB	1200		(428)	1
CIRCLING	1280	(500)	1 1/2	<div style="display: flex; justify-content: space-between;"> <div style="width: 45%;"> 1280 (500) 2 </div> <div style="width: 45%;"> 1380 (600) 2 </div> </div>

"B" NDB to threshold 5.7 NM					
Knots	70	90	110	130	150
Min:Sec	4:53	3:48	3:06	2:38	2:17

LOC(BC) or NDB RWY 30R

N43 10 19 W79 55 53

VAR 9° W

HAMILTON ONTARIO
HAMILTON

NAD83 •

EFF 29 FEB 96 CHANGE: Rwy 30L displaced

53

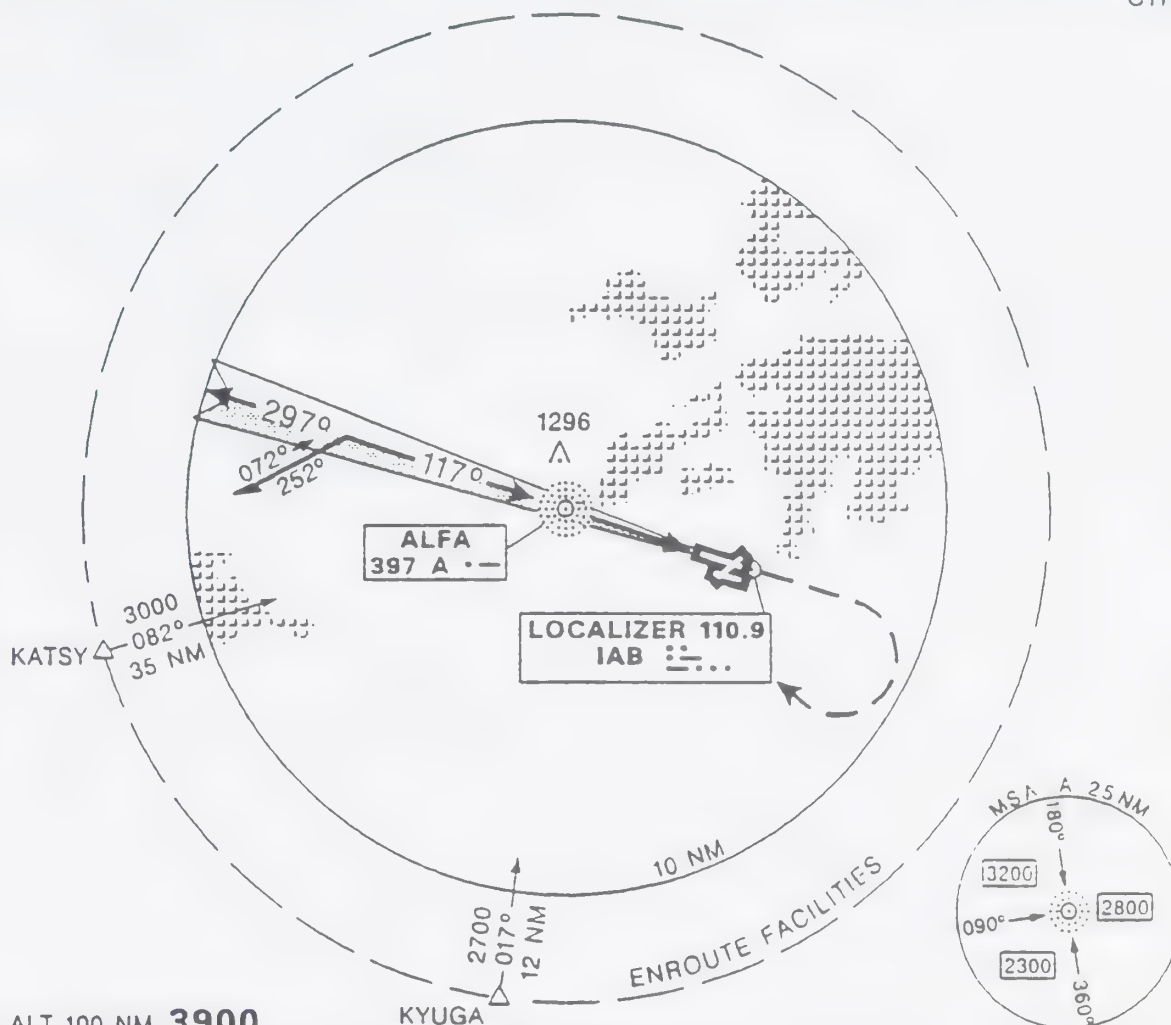
ILS or NDB RWY 12L

Geomatics Canada

HAMILTON
HAMILTON ONTARIO

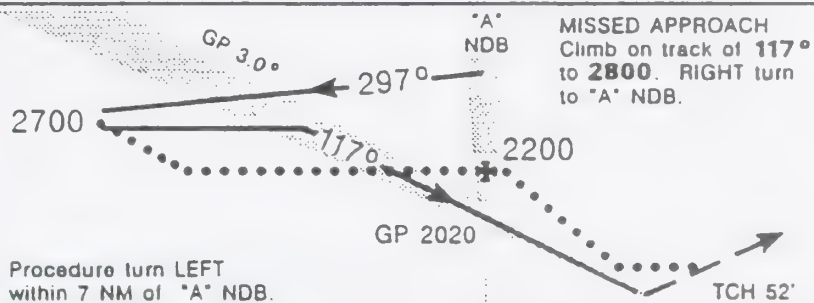
ATIS 128.1	ARR TOWER	TWR 125.0 308.475	GND 121.6 398.125	DEP TORONTO CTR 133.3 290.8	ELEV 780 TDZE 12L 780
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CYHM

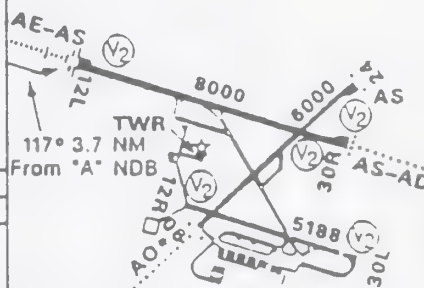


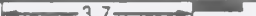
SAFE ALT 100 NM **3900**

KYUGA



Rwys 12R-30L & 06-24 150' wide.
Right hand circuits on rwys 12R & 30R



<div>  </div>				
CATEGORY	A	B	C	D
ILS	980	(200)	1/2 RVR 26	
LOC	1160	(380)	1 RVR 50	
NDB	1220	(440)	1 RVR 50	
CIRCLING	1280	(500) 1 1/2	1280 (500) 2	1380 (600) 2

FAF to threshold 3.7 NM					
Knots	70	90	110	130	150
Min:Sec	3:10	2:28	2:01	1:42	1:29

ILS or NDB RWY 12L

N43 10 19 W79 55 53

VAR 9° W

HAMILTON ONTARIO

EFF 29 FEB 96 CHANGE: Rwy 30L displaced

54

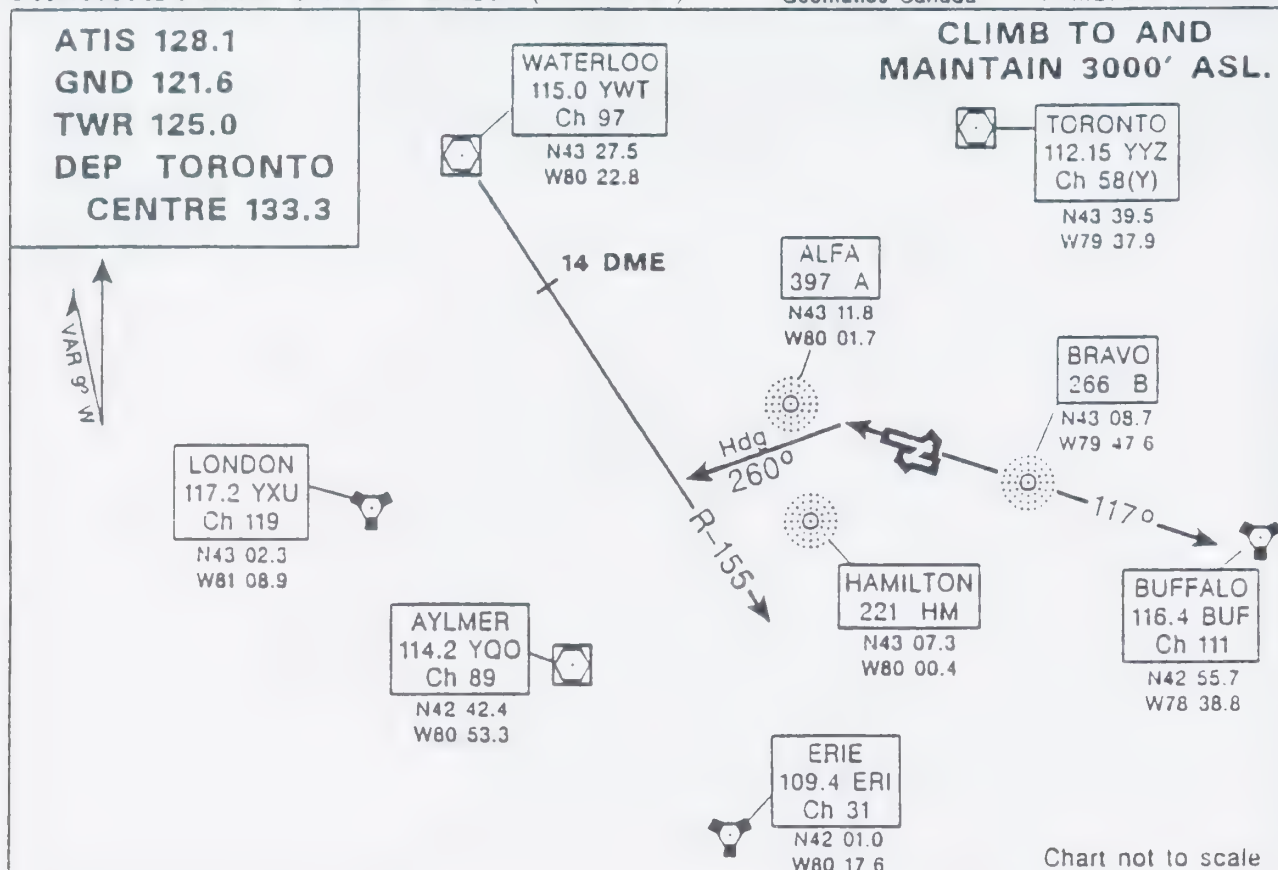
HAMILTON

NAD83 •

HAMILTON FIVE DEP (CYHM 5.)

Geomatics Canada

HAMILTON ONTARIO



© 1996 Her Majesty The Queen in Right of Canada

DEPARTURE ROUTE DESCRIPTION

Runways 12L:

Climb on track of 117° till "B" NDB and 3000' ASL. Expect radar vectors to assigned route or depicted fix.

Runway 30R:

CLEARED VIA YWT or YYZ.

Climb on runway hdg to 1300' ASL. Turn left hdg 260° to intercept and maintain YWT R-155 inbound to 14 DME. Expect radar vectors to filed or assigned route. Maintain 3000' ASL.

CLEARED VIA YXU, YQO, ERI or BUF.

Climb on runway hdg to 1300' ASL. Turn left hdg 260°. Expect radar vectors to assigned route. Maintain 3000' ASL.

Runways 12R, 06, 24, 30L:

Climb on runway hdg to 3000' ASL. Expect radar vectors to filed or assigned route.

NOTE: Noise abatement procedures in effect.

COMMUNICATION FAILURE

On recognition of communication failure 5 minutes or less after take-off and in IFR weather conditions, proceed as follows;

1. transpond Mode A/3 Code 7600;
2. proceed directly on course;
3. maintain last assigned altitude for 5 minutes after recognition of failure;
4. climb to flight plan altitude.

If communication failure occurs more than 5 minutes after take-off, comply with the appropriate procedure for communication failure enroute.

HAMILTON FIVE DEP (CYHM 5.)

HAMILTON ONTARIO

EFF 29 FEB 96

CHANGE: Revised

HAMILTON

NAD83

NOISE ABATEMENT PROCEDURES

GENERAL

Pursuant to Air Regulation 521(c) and ANO Series II, No 27, the following procedures apply at Hamilton Airport.

DEPARTURE

RWY	VNAP
ALL RWYS	A or B

Departures not permitted on Rwy 06, between 2300 hours and 0700 hours local time unless authorized by Airport General Manager.

Runway 12L:

Climb on track of 117° till "B" NDB and 3000' ASL.

Runway 30R:

CLEARED VIA YWT or YYZ.

Climb on rwy hdg to 1300' ASL. Turn left 260° to intercept and maintain YWT R-155 inbound to 14 DME.

CLEARED VIA YXU, YQO, ERI or BUF.

Climb on rwy hdg to 1300' ASL. Turn left hdg 260° till abeam "A" NDB

Remaining runways - Climb on runway heading to 3000' ASL before proceeding on course.

ARRIVAL

Arrivals not permitted on, and approaches not permitted to, Rwy 24 between 2300 hours and 0700 hours local time unless authorized by the Airport General Manager.

VISUAL ARRIVALS:

1. Intercept final approach at or outside the final approach fix or 4 NM from the threshold where there is no final approach fix.
2. Remain on or above ILS glide slope or assumed 3° glide path
3. Maintain 3000' ASL or last assigned altitude until established on final.

PREFERENTIAL RUNWAYS

Between 2300 hours and 0700 hours local time, consistent with safety of operations, pilots should select runways in the following order of priority.

DEPARTURES	ARRIVALS
1. 24	1. 06
2. 12L	2. 30R
3. 30R	3. 12L

REVERSE THRUST

Consistent with safety of operations, pilots should minimize reverse thrust when using Rwy 12L and 30R

TRAINING FLIGHTS

Training flights not permitted between 2300 hours and 0700 hours local time unless authorized by the Airport General Manager.

INQUIRIES

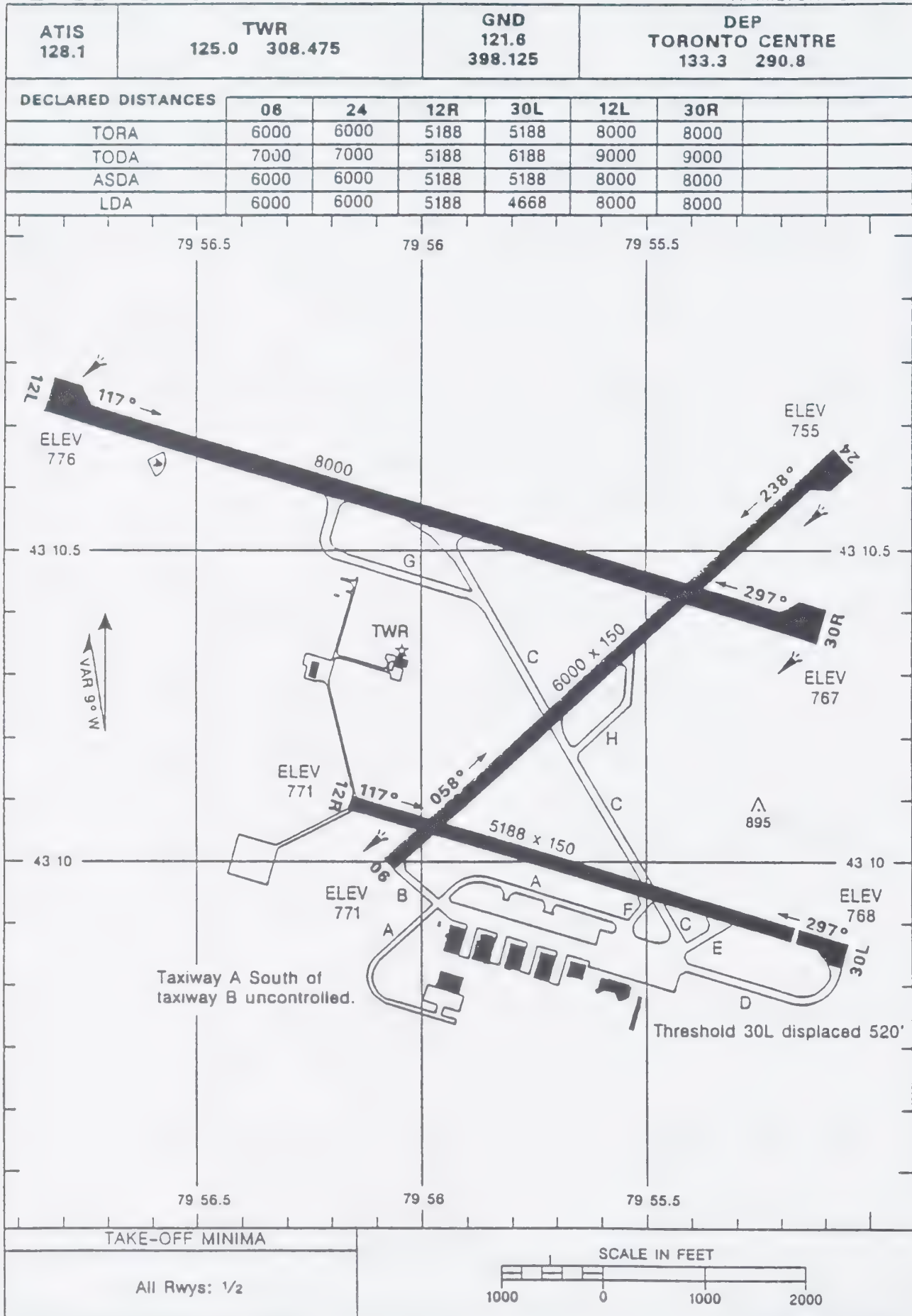
Contact the Airport General Manager at (905) 679-4151 between 0900 hours and 1700 hours local time.



AERODROME CHART

Geomatics Canada

HAMILTON ONTARIO



AERODROME CHART

CHANGE: Rwy 30L displaced

HAMILTON ONTARIO

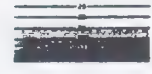
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HAMILTON

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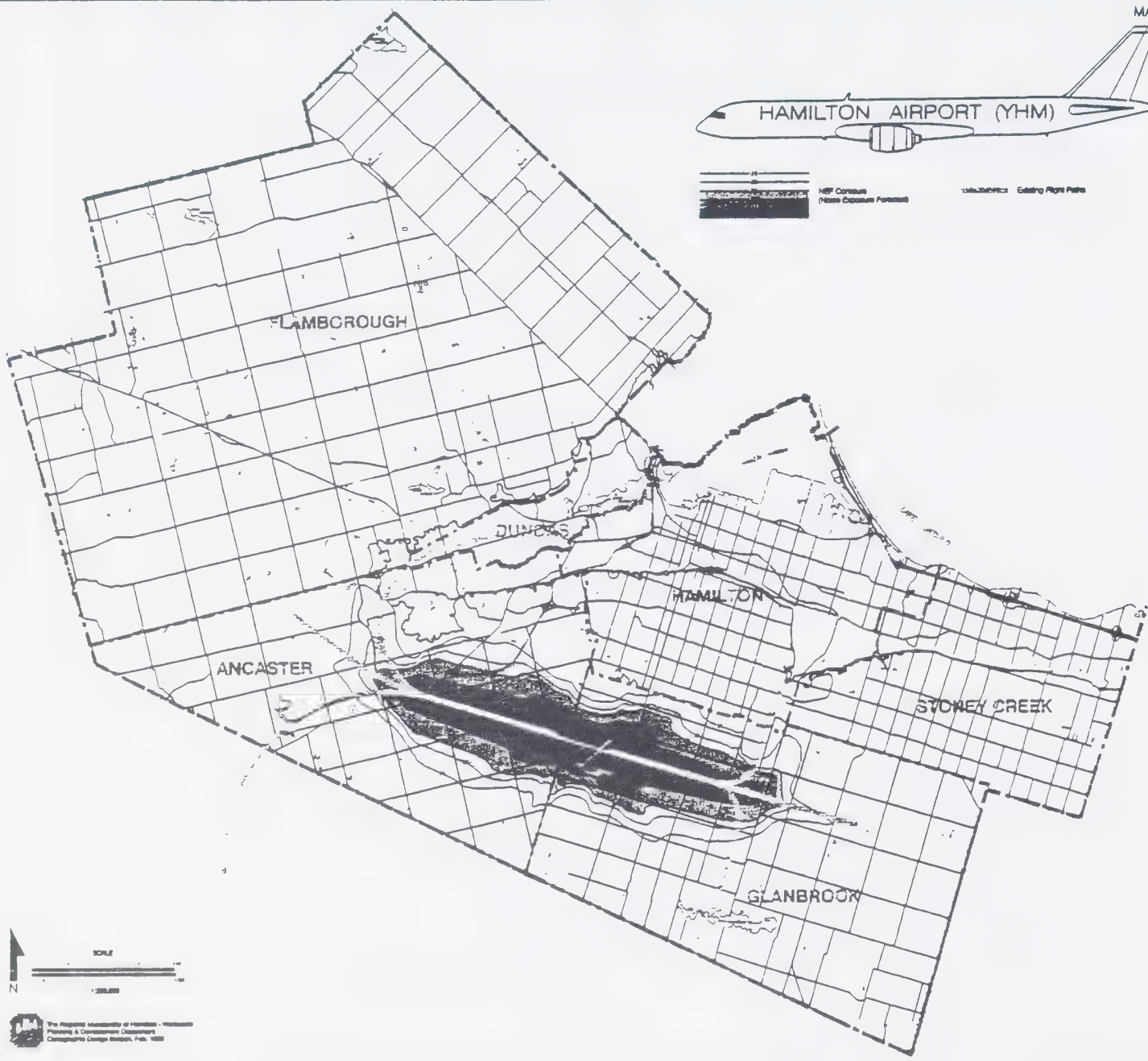
HAMILTON AIRPORT NOISE ABATEMENT PROCEDURES
NOTAMS (NOTICE TO AIRMEN) ISSUED SINCE FEBRUARY 29, 1996

1. Amend CAP 4 Hamilton Five DEP and Noise Abatement Procedures
Departure RWY 30R to Read: CLEARED VIA YWT. YYZ OR 00 VICE CLEARED
VIA YWT OR YYZ.
2. Amend CAP 4 and CFS Noise Abatement Procedure RWY 30R.
DEP VIA YWT R-155: AMEND PROCEDURE TERMINATION TO YWT R-155/14
DME OR 5000 ASL.
3. CAP 4 Noise Abatement procedures apply to all ACFT OPR under IFR.



HP Corridor
(Noise Exposure Forecast)

Existing Flight Paths

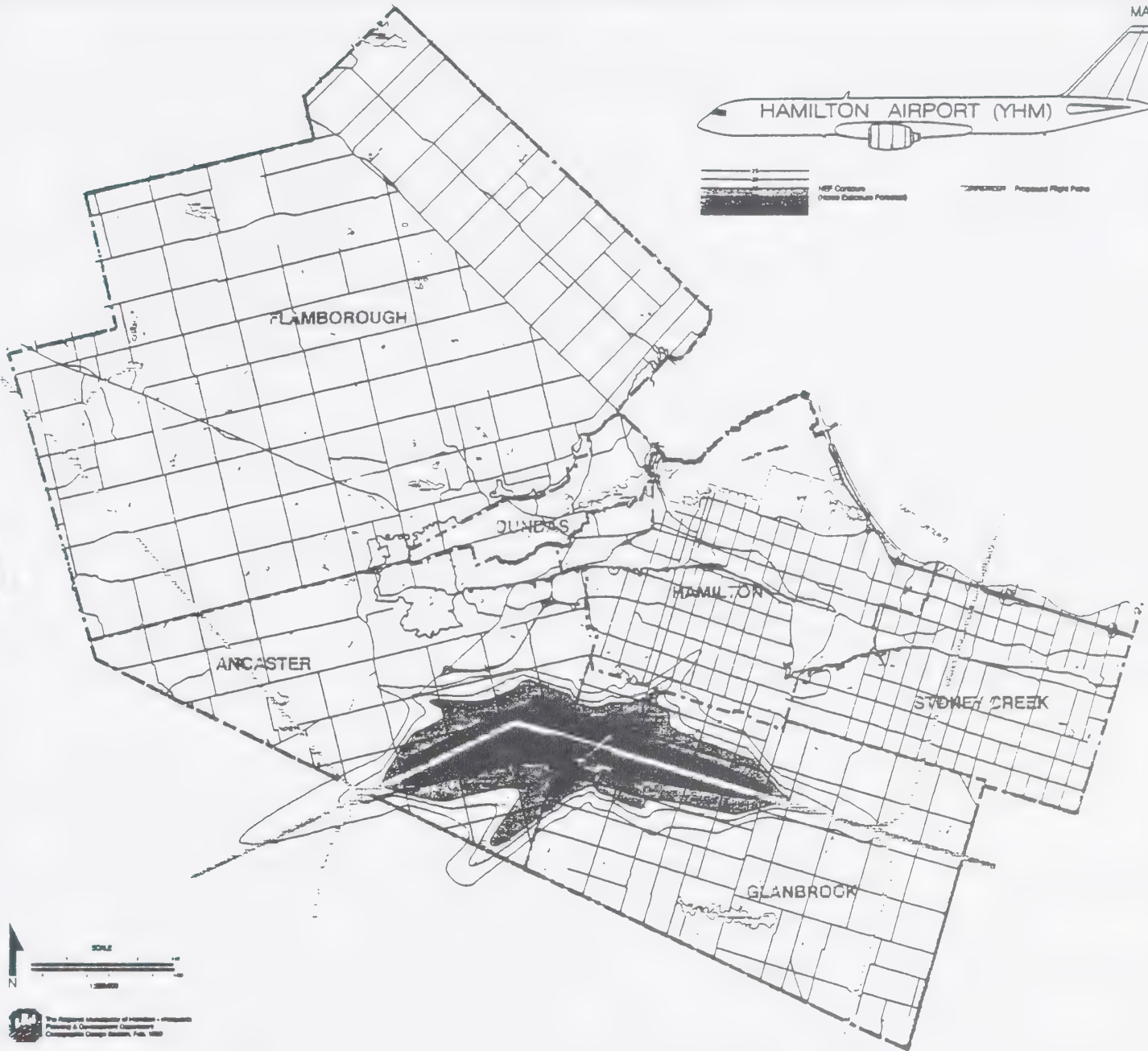


The Regional Municipality of Hamilton - Wentworth
Planning & Development Department
Cartographic Design Section, Feb. 1999



NEP Corridor
(Noise Contour Forecast)

CONNECTION Proposed Right-Of-Way



The Regional Municipality of Hamilton - Wainwright
Planning & Development Department
Community Design Branch, Feb. 1989



NEWSLETTER



Volume I

February 29, 1996

NOISE MANAGEMENT AT HAMILTON AIRPORT (YHM)

Hamilton Airport (YHM) is committed to providing a balance between airline operations and the needs of the community. This newsletter outlines how technology, government and community input work together to provide a comprehensive noise management program at YHM.

Quieter Aircraft

Along with the introduction of commercial jet air service, came jet aircraft noise - noise created from the hot jet engine air coming in contact with the cooler air around it. However, jet engine noise has been reduced considerably, through the use of larger turbo fans on newer aircraft types.

The industry categorizes aircraft noise according to three groups:

- ▶ **Non-noise certificated** - the noisiest - planes include - **DC8's, Boeing 707's, and Concorde** aircraft.
- ▶ **Chapter 2 jets** - an improvement upon non-noise certificate aircraft. These include **DC9's, Boeing 727 & 737** aircraft.
- ▶ **Chapter 3 jets** - by far the quietest planes in operation, making up to 50 percent less noise than non-noise certificated aircraft. Examples include the **Boeing 757 & 767, and Airbus 320.**

An October 1990 resolution adopted by the International Civil Aviation Organization (ICAO) calls for all member countries to replace their non-noise certificated and Chapter 2 aircraft, or have these adapted to Chapter 3 standards, by the year 2002. In March 1992, Transport Canada announced that it would be developing regulations in accordance with the ICAO resolution. The United States uses Stage 1, Stage 2 and Stage 3 terminology although noise limits are essentially the same.

The new Transport Canada regulations will gradually reduce the fleet of Chapter 2 aircraft beginning December 31, 1995,

with a full phase-out by April 1, 2002.

At the present time, **25%** of the aircraft operating in and out of YHM are **Chapter 3 jets**. The introduction of quieter engines and the application of stricter international regulations means that increases in the number of aircraft movements will not automatically increase airport noise levels.

Operational Limitations

Aircraft operating from YHM are subject to the following procedures and restrictions.

DEPARTURE PROCEDURES

Effective February 29, 1996 at 4:00 a.m., jet aircraft must climb to 3000 feet (Above Sea Level) before turning to enroute destinations. They initially follow specific headings when departing from Runway 30R at 1300 feet (Above Sea Level) turning left until 13 Kilometres Southwest of the airport. They follow specific headings when departing from Runway 12L and climb to the

runway heading to Hwy. 56, 10 Kilometres Southeast of the airport. NEW "Minimum Altitude Area" within 8 Kilometres North of the airport is 3000 feet (Above Sea Level) or 2200 feet (Above Ground).

ARRIVAL PROCEDURES

Aircraft on approach to the airport are required to remain above 3000 feet (Above Sea Level) until they are lined up with the runway at a point 3 to 7 miles from end of the runway. They then follow electronic navigational signals to direct them in to land. Flight crews operate the aircraft to minimize approach noise keeping safety as the top priority.

TRAINING FLIGHTS

No training flights are permitted during the hours of 11:00 p.m. and 7:00 a.m. Training flights occurring during other periods are subject to the approval of Air Traffic Control. These flights must also comply with arrival/departure and noise abatement procedures.

ENGINE RUN-UPS

Aircraft engine maintenance run-ups are routine safety procedures

for testing an aircraft at high power and may produce excessive noise. The running of aircraft engines above idle power settings for reasons other than take-off or landing between the hours of 11:00 p.m. and 7:00 a.m. is restricted unless approved by the Acting Airport General Manager.

Noise Management

To register concerns relating to aircraft noise, residents of the Regional Municipality of Hamilton-Wentworth (which includes Hamilton, Ancaster, Glanbrook, Dundas, Stoney Creek, Flamborough) can call the YHM Noise Management Line at (905) 521-9744.

Callers should always be prepared to leave their name, address, telephone number, the exact date and time of the noise incident and the callers's location at the time of the incident. (Please Note: It is acceptable to register more than one noise incident per call.)

The Acting Airport General Manager will make every effort to respond to calls within two business days, however, when there are a high number of incidents to be investigated, it may take longer for responses.

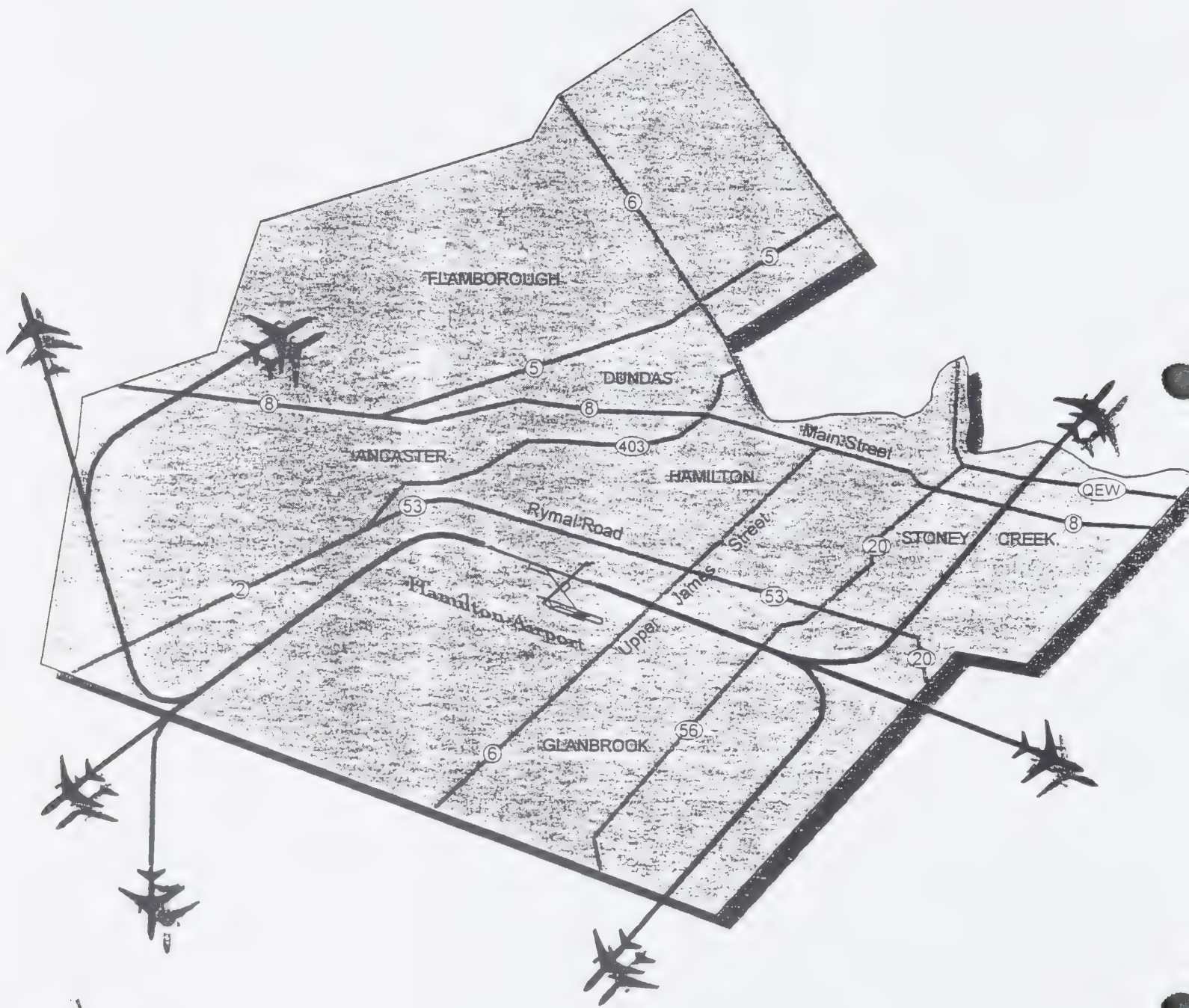
Regional Council at its meeting of January 16, 1996 approved that staff be authorized and directed to request Transport Canada to cost share in the purchase of an Aircraft Flight Tracks and Noise System (AFTNS) noise monitoring equipment that will

track aircraft utilizing YHM. Unfortunately, Transport Canada has advised that due to substantial cuts in their department, they could not fund this project in this fiscal year ending March 31, 1996. Airport staff will submit another request to Transport Canada for the funding in April 1996.

Community Involvement

The following committees meet with airport management on a regular basis to provide input and recommendations on issues impacting the community, including aircraft noise:

- ▶ Hamilton Region Airport Management Board
- ▶ Economic Development and Planning Committee
- ▶ Regional Council



NORTH

Map not to scale
1980 COS 3/88

**NUMBER OF COMPLAINTS VS. TOTAL NUMBER
OF PEOPLE WHO COMPLAINED**

DATE		NUMBER OF COMPLAINTS	NUMBER OF PEOPLE COMPLAINING
MARCH 01-12, 1996		35	9

NOISE COMPLAINTS

MARCH 01-12, 1996

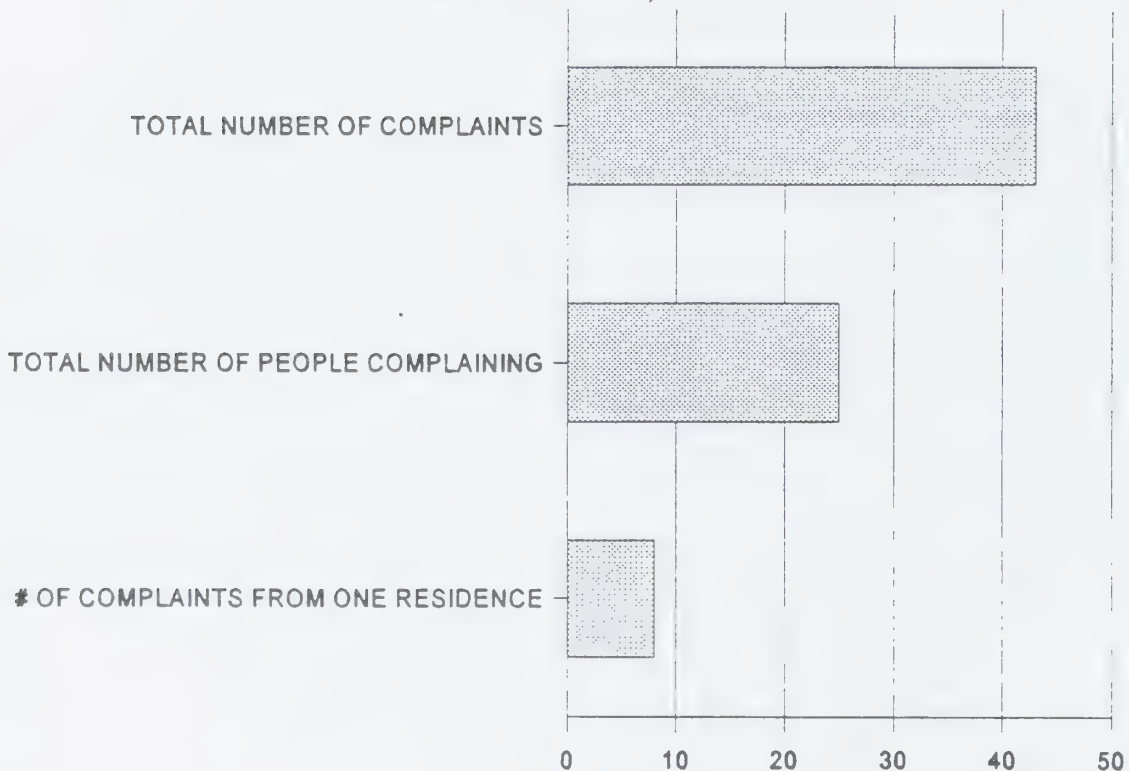


**NUMBER OF COMPLAINTS VS. TOTAL NUMBER
OF PEOPLE WHO COMPLAINED**

DATE		NUMBER OF COMPLAINTS	NUMBER OF PEOPLE COMPLAINING
MARCH 1995		43	25

NOISE COMPLAINTS

MARCH 01-12, 1995



CONSENT

AGENDA

MATERIAL

REGION OF HAMILTON-WENTWORTH
- RECOMMENDATION -

DATE: 1996 March 6

REPORT TO: Chairman and Members
Hamilton Region Airport Management Board

FROM: J. B. MacSween
A/Airport General Manager

SUBJECT: Renewal of Sublease No. 145512 - Morningstar Air Express Inc.
(AIR 96-010)

RECOMMENDATION:

- a) That the application of Morningstar Air Express Inc. to renew their current sublease consisting of 16 square metres of office space located in the terminal building referred to as room 1152, be approved subject to the following:
- i) That the applicant enter into a Supplemental Agreement to Sublease No. 145512 with the Region, in a form satisfactory to the Commissioner of Legal Services and Transport Canada;
 - ii) That the agreement have a term of one year commencing on the 1st day of April 1996 until the 31st day of March 1997;
 - iii) That the rental rate be established as follows:
 - aa) 16 square metres of office space at \$120.00 per square metre per annum, resulting in a net rent of \$1920.00 per annum or \$160.00 per month, subject to any future Transport Canada rental increases;
 - bb) That in addition to the net rent there will be an annual Airport Administration/Maintenance Fee of 10% applied as well as a Goods and Services Tax of 7%, therefore resulting in an annual rent of \$2259.84 to be paid in monthly instalments of \$188.32 per month;
 - iv) That the monthly rent for office space be credited to Office and Shop Space Account No. 1-46007-343199, and that the monthly Administration/Maintenance Fee be credited to Account No. 1-45137-343199;

- v) That the applicant be required to provide the Region with the necessary Comprehensive and Liability Insurance in the amount of \$1,000,000., naming the Region and Transport Canada as named insureds;
- vi) That a thirty (30) day termination clause be included in Sublease for both parties;
- b) That the Regional Chairman and Regional Clerk be authorized and directed to execute the Supplemental Agreement on behalf of the Region in a form satisfactory to the Commissioner of Legal Services.



J. B. MacSween, Acting Airport General Manager

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

We have been advised by our Finance Department that Morningstar Air Express Inc. are in a current standing with the Region.

BACKGROUND:

The Airport Administration office is in receipt of a letter from Ms. Carrie Hodgins, requesting a one year renewal on their current sublease. This office is used to carry out applicable operational duties associated with their courier operation at Hamilton Airport.

/mt

- c.c. Mirella Thompson, Airport Lease/Invoice Co-ordinator
- c.c. Joseph Fudge, Assistant Corporate Counsel
- c.c. Brian McMullen, Supervisor, General Revenues
- c.c. Bob Zolaturiuk, Insurance Co-ordinator
- c.c. Diane Payne, Revenue Clerk - Accounts Receivable
- c.c. Mr. J. D. Thoms, Commissioner of Planning and Development

REGION OF HAMILTON-WENTWORTH

- RECOMMENDATION -

DATE: 1996 March 26

REPORT TO: Chairman and Members
Hamilton Region Airport Management Board

FROM: Barry MacSween
Acting Airport General Manager

SUBJECT: Cancellation of Consent to an Assignment of Sublease #136190 between the Regional Municipality of Hamilton-Wentworth and Canadian Warplane Heritage to Hamilton Air Freight (AIR 96-013)

RECOMMENDATION:

That the Region revoke and repeal the authority granted to the Canadian Warplane Heritage Museum to assign its interest in Hangar #4 under Sublease No. 136190 to Hamilton Air Freight Limited effective May 7, 1996.


J.B. MacSween, Acting Airport General Manager

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Regional consent is no longer required for the Assignment of Sublease 136190 to Hamilton Air Freight Limited for the purpose of operating an air freight warehouse facility and/or hangar at the Airport as Hamilton Air Freight's transaction did not close due to funding problems.

As outlined in the Report of the Airport Privatization Steering Committee (APP 96-001) dated March 14, 1996, a tentative agreement has been reached involving Airport Privatization and Tradeport International Corporation.

Within this tentative agreement, it was agreed that Tradeport will make all payments and assume the capital liability for a line of credit in favour of Canadian Warplane Heritage and to be guaranteed by the Region. The line of credit will provide to Canadian Warplane Heritage the funds which would otherwise be received in the event Hangar #4 was sold by Canadian

Warplane Heritage. In exchange for the line of credit, Canadian Warplane Heritage will assign its interest in Hangar #4 to Tradeport and the Region jointly. Tradeport will conduct an inspection of the hangar before this guarantee becomes effective. The Region will not provide the necessary guarantee until Tradeport indicates that it is satisfied with the inspection. The Museum will use the funds to offset construction costs incurred for their new facility. The \$800,000 price for the hangar was established in a transaction in the summer of 1994.

BACKGROUND:

Regional Council at its meeting of July 12, 1995 approved the request by Canadian Warplane Heritage pursuant to the requirements of Sublease No. 136190 regarding the sale of Hangar #4 and the Assignment of Sublease No. 136190 to Hamilton Air Freight Limited for the purpose of operating an air freight warehouse facility and/or hangar at the Airport.

The assignment of Sublease 136190 to Hamilton Air Freight was not completed due to withdrawal of financing during the negotiation of terms for equivalent reinstatement.

cc: J. Thoms, Commissioner, Planning and Development
L. Rafferty, Project Manager, Airport Privatization
J. Fudge, Assistant Corporate Counsel, Legal Services
M. Thompson, Airport Invoice/Lease Co-ordinator

REGION OF HAMILTON-WENTWORTH

- RECOMMENDATION -

DATE: 18 March 1996

REPORT TO: Chairman and Members
Hamilton Region Airport Management Board

FROM: J. B. MacSween
Acting Airport General Manager

SUBJECT: Sublease Renewal - Hamilton Hertz (1983) Limited
(AIR 96-012)

RECOMMENDATION:

- a) That the request made by Hamilton Hertz (1983) Limited to renew their current sublease consisting of 3.25 square metres of counter space in the terminal building, and seven (7) car park spaces located east of the terminal building, be approved subject to the following:
 - i) That the applicant enter into a Supplemental Agreement to Sublease No. 141625 with the Region, in a form satisfactory to the Commissioner of Legal Services and Transport Canada;
 - ii) That the agreement have a term of one year commencing on the 1st day of May 1996 until the 30th day of April 1997;
 - iii) That in accordance with Regional By-Law No. R95-078 passed and enacted on the 22nd day of August 1995, the rental rate for 3.25 square metres of counter space and seven (7) car park spaces be established as follows:
 - aa) 3.25 square metres of counter space at \$441.15 per square metre per annum, and seven (7) car park spaces at \$13.45 per car per month, resulting in a **net rent of \$2,563.54** per annum or \$213.63 per month, subject to any future Transport Canada rental increases and;
 - bb) That in addition to the net rent there will be an annual Airport Administration/Maintenance Fee of 10% applied as well as a Goods and Services Tax of 7%, therefore resulting in an annual rent of \$3,017.28 to be paid in monthly instalments of \$251.44 per month;
 - iv) That the monthly rent for counter space be credited to Office & Shop Space Account No. 1-46007-343199, and the related car park spaces be credited to Car Parking - Car Rental Account No. 1-45019-343199 and that the monthly Administration/Maintenance Fee be credited to Account No. 1-45137-343199;

- v) That the applicant be required to provide the Region with the necessary Comprehensive and Liability Insurance in the amount of \$1,000,000.00, naming the Region and Transport Canada as named insureds;
 - vi) That a thirty (30) day termination clause be included in the sublease for both parties;
- b) That the Regional Chairman and Regional Clerk be authorized and directed to execute the Supplemental Agreement on behalf of the Region in a form satisfactory to the Commissioner of Legal Services.


J. B. MacSween, Acting Airport General Manager

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

We have been advised by our Finance Department that Hamilton Hertz (1983) Limited are in a current standing with the Region.

BACKGROUND:

The Airport Management office has been requested by Mr. Brian Voke of Hamilton Hertz (1983) Limited to renew their current sublease no. 141625 for an addition one year.

/mt

- c.c. Mr. J. D. Thoms, Commissioner of Planning and Development
- c.c. Mr. Joseph Fudge, Assistant Corporate Counsel
- c.c. Bob Zolaturiuk, Insurance Co-ordinator
- c.c. Ramzan Manek, Collections Officer
- c.c. Diane Payne, Revenue Clerk - Accounts Receivable

REGION OF HAMILTON-WENTWORTH
- RECOMMENDATION -

DATE: 1996 March 18

REPORT TO: Chairman and Members
Hamilton Region Airport Management Board

FROM: J. B. MacSween
Acting Airport General Manager

SUBJECT: Sublease of Office #1155 in the Terminal Building to Greyhound Lines of Canada Ltd. (AIR 96-014)

RECOMMENDATION:

- a) That the application by Greyhound Lines of Canada Ltd. to sublease office number 1155 consisting of 14.5 square metres and 10.6 square metres of ticket counter space, located in the terminal building, be approved subject to the following:
 - i) That the applicant enter into a Sublease Agreement with the Region, for a term of one (1) year commencing on the 1st day of May 1996 pending the outcome of the applicant's due diligence;
 - ii) That the rental rate be established as follows:
 - aa) 14.5 square metres of office space at \$263.75 per square metre per annum, and 10.6 square metres of ticket counter space at \$441.15 per square metre per annum, resulting in a net rent of \$8500.57 per annum or \$708.38 per month, subject to any future Transport Canada rental increases;
 - bb) That in addition to the net rent, there will be an annual Airport Administration/Maintenance Fee of 10% applied as well as a Goods and Services Tax of 7%, therefore resulting in an annual rent of \$10,005.17, to be paid in monthly instalments of \$833.76;
 - iii) That the monthly rent for office and ticket counter space be credited to Office and Shop Space Account No. 1-46007-343199, and that the monthly Administration/Maintenance Fee be credited to Account No. 1-45137-343199;

- iv) That the applicant be required to provide the Region with the necessary Comprehensive and Liability Insurance in the amount of \$1,000,000., naming the Region and Transport Canada as named insured;
- v) That a thirty (30) day termination clause be included in the Sublease for both parties;
- b) That the Regional Chairman and Regional Clerk be authorized and directed to execute this Agreement on behalf of the Region, in a form satisfactory to the Commissioner of Legal Services.



J. B. MacSween, Acting Airport General Manager

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The Airport Management Office has contacted Greyhound Lines of Canada requesting the necessary information required for our finance department to perform the necessary due diligence.

In order to ensure all necessary sublease approvals, a verbal report regarding the outcome of the due diligence, will be provided.

BACKGROUND:

The Airport Management office is in receipt of a letter from Mr. Harry Voth, General Manager Airport Services for Greyhound Lines of Canada Ltd., confirming passenger service out of Hamilton Airport commencing on May 15, 1996.

/mt

- c.c. Joseph Fudge, Assistant Corporate Counsel
- c.c. Bob Zolaturiuk, Insurance Co-ordinator
- c.c. Diane Payne, Revenue Clerk - Accounts Receivable
- c.c. Ramzan Manek, Collections Officer
- c.c. Mr. J. D. Thoms, Commissioner of Planning and Development

2.5(a)

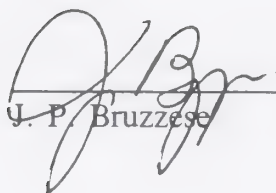
REGION OF HAMILTON-WENTWORTH
- INFORMATION -

DATE: March 29, 1996

REPORT TO: Chairman and Members
Hamilton-Wentworth Region Airport Management Board

FROM: James P. Bruzzese
Acting Treasurer and Commissioner of Finance

SUBJECT: AIRPORT ACCOUNTS RECEIVABLE OVER 90 DAYS
AS AT MARCH 29, 1996


J. P. Bruzzese

BACKGROUND:

Monthly, this report is submitted to the Management Board for their information. The attached appendix is a listing of the larger accounts receivable which are at least 90 days overdue as of March 29, 1996.

The total accounts receivable for the Airport is \$422,145.34 of which \$46,861.47 has been outstanding for more than 90 days. The accounts over \$100 are listed on Appendix "A" with comments as to the status of the account and action taken by the Region.

Six new accounts have been added since the previous report of February 29, 1996. Seven of the accounts in that report have been settled. In addition to the accounts on Appendix "A", there are 49 accounts under \$100 outstanding over 90 days with a credit balance of \$9,717.49.

APPENDIX "A"
REGIONAL MUNICIPALITY OF HAMILTON-WENTWORTH
DEPARTMENT OF FINANCE

Accounts Receivable Over 90 Days

Account: AIRPORT

Customer Number	Customer Name	Balance on Feb. 29/96 Over 90 Days \$	Balance on Mar. 29/96 Over 90 Days \$	Total Owed Mar. 29/96 \$	Comments
239	Air Charter Systems	896.70	896.70	896.70	Same corporation with two accounts. Landing
339	World Wide Air Charter	577.12	577.12	577.12	fees accounts. The company surrendered its licence and closed its operation . The Region accepted the 10% settlement offer of the total indebtedness. The date of release of funds earlier extended to October, 1995 has now been extended to April 30, 1996.
282	918997 Ont. Ltd.	1,001.84	0	0	Payment received on March 12, 1996.
349	Skycraft Air	217.84	217.84	217.84	Landing fees account. Company has gone bankrupt as of June 1, 1994. Proof of Claim filed on June 23rd.
362	South West Air	5,254.28	6,108.71	6,199.50	Company has ceased operations as of Nov. 21/95. Awaiting for more information as to the appointment of Receiver.
214	Imperial Oil	810.90	0	0	Rental account for pre-access agreement. Payment received on March 14, 1996.

Customer Number	Customer Name	Balance on Feb. 29/96 Over 90 days	Balance on Mar. 29/96 Over 90 days	Total Owed Mar. 29/96	Comments
372	JETALL	4,744.98	6,417.71	21,602.47	A customer had filed for protection but one of the secured creditor forced Jetall into Bankruptcy as of March 22, 1996. Price Waterhouse is appointed the Receiver.
416	Air Niagara Exp.	311.12	0	80.29	Landing fees account. Payment received on March 20, 1996. Current Invoice owed.
1023	Air Laurentian	23,867.22	23,867.22	23,867.22	Rental/landing fees account. Region filed its Proof of Claim on Sept 12, 1995 with the trustee in bankruptcy. Trustees advises that the proposal was accepted by the majority of creditors. Awaiting further update from Trustee.
1041	Viscount Air	0	0	602.80	Landing fees acct. Payment received on March 19, 1996. Current Invoice owed.
119	Miami Air	606.30	0	0	Landing fees account. Payment received March 19, 1996.
1053	Kitty Hawk	200.27	205.27	420.54	Landing fees account. Collection being pursued.
1209	PSA Airlines	1,081.01	834.92	890.21	Landing fees account. Invoice copy faxed to customer for payment.
1260	Advance Air	8,036.90	8,036.90	8,036.90	Landing fees account. Due to cash flow problems, customer has been unable to pay arrears. Letters sent to Credit Bureau's Letter Service. Memo now received from the customer that they are no longer in business. Trustees not appointed yet.

Customer Number	Customer Name	Balance on Feb. 29/96 Over 90 Days	Balance on Mar. 29/96 Over 90 Days	Total Owed Mar. 29/96	Comments
		\$	\$	\$	
808	American Airlines	2,613.77	2,643.07	2,719.17	Landing fees account. Collection being pursued.
866	Sky Service, FBO	0	247.27	1,886.90	Landing fees account. Collection being pursued.
50	Avion Film	0	732.19	737.98	Filming at Hamilton Airport. Collection being pursued.
141	Hamilton Air Development	0	831.02	684.83	Water and Sewer charges owed. Payment expected soon.
807	CanAir Cargo	0	4,348.20	34,822.46	Landing fees/rental account. Payment expected soon.
1187	All Canada Exp.	0	408.54	413.54	Landing fees account. Collection being pursued.
1231	101456 Ont. Inc.	0	206.28	296.08	Landing fees account. Collection being pursued.
	Sub Total	\$ 50,220.25	\$ 56,578.96	\$ 104,952.55	
	Accounts Under 90 Days	N/A	N/A	317,192.79	
	Accounts Under \$100	(10,486.86)	(9,717.49)	N/A	
		\$ 39,733.39	\$ 46,861.47	\$422,145.34	

DISCUSSION

AGENDA

MATERIAL

REGION OF HAMILTON-WENTWORTH
- RECOMMENDATION -

DATE: 1996 April 2

REPORT TO: Chairman and Members
Hamilton Region Airport Management Board

FROM: Barry MacSween
Acting Airport General Manager

SUBJECT: Consent to an Assignment of Sublease #136190 between the Regional Municipality of Hamilton-Wentworth and Canadian Warplane Heritage to Glanford Aviation Services Limited (AIR 96-015)

RECOMMENDATION:

- a) That the request by Canadian Warplane Heritage pursuant to the requirements of Sublease 136190 regarding the sale of Hangar #4 and the Assignment of Sublease 136190 to Glanford Aviation Services Limited for the purpose of operating an aviation cargo/courier facility be approved, subject to the following:
 - i) That the expiration date of the term of Sublease 136190 and Sublease 132930 be extended from March 31, 2008 to March 31, 2011 without any further rights of renewal.
 - ii) That in accordance with Regional By-law No. 95-078 passed and enacted on the 22nd day of August 1995, the rental rate for Sublease 136190 and 132930 be established as follows:
 - aa) Sublease 136190 consisting of 8,624 square metres of land at \$1.40 per square metre per annum, resulting in a net rent of \$12,073.60 per annum or \$1,006.13 per month, subject to any future Transport Canada rental increases;
 - bb) That in addition to the net rent there will be an annual Airport Maintenance/Administration Fee of 10% applied as well as a Goods and Services Tax of 7%, therefore, resulting in an annual rent of \$14,210.63 to be paid in monthly instalments of \$1,184.22, plus realty taxes

commencing on the date of Purchase of Hangar #4.

- cc) Sublease 132930 consisting of 6,639 square metres of land at \$1.40 per square metre per annum, resulting in a net rent of \$9,294.60 per annum or \$774.55 per month, subject to any future Transport Canada rental increases;
- dd) That in addition to the net rent there will be an annual Airport Maintenance/Administration Fee of 10% applied as well as a Goods and Services Tax of 7%, therefore, resulting in an annual rent of \$10,933.74 to be paid in monthly instalments of \$911.65, plus realty taxes commencing on the date of Purchase of Hangar #4.
- iii) That the monthly rent for the land be credited to Land Rental Account No. 1-46006-343199, and the monthly Administration/Maintenance fee credited to Account No. 1-45137-343199;
- iv) That Glanford Aviation Services Limited be required to comply with Article 12.1, 12.2, and 12.3 of Sublease 136190 and 132930 subject to such amendments as the Region's Insurance Co-ordinator may require and to provide the Region with proof of insurance confirming Glanford Aviation Services Limited, The Regional Municipality of Hamilton-Wentworth, Transport Canada and the successful airport private operator as named insureds;
- v) That Glanford Aviation Services Limited complete all renovations to the existing Hangar #4 in two (2) years from commencement of the assignment, or such longer period as permitted by the Acting Airport General Manager, obtain all necessary Ontario Fire Code authorizations, building permits, pay all required Development Charges, comply with all municipal by-laws and legal requirements, and all works be to the satisfaction of the Chief Building Official of the Township of Glanbrook and the Acting Airport General Manager.
- vi) That Glanford Aviation Services Limited agree to provide a performance bond, letter of credit or such other acceptable performance security, including the prepayment of rent, for the purpose of securing its obligations to commence and complete all renovations and additions as approved by the Region within the time frame referred to in paragraph (v) above;
- vii) That Glanford Aviation Services Limited complete the purchase of Hangar #4 and Sublease 136190 no later than June 30, 1996.

- viii) That Sublease 136190 and 132930 be amended so as to permit the following uses: aviation cargo/courier facility and related office uses.
 - ix) That Glanford Aviation Services Limited agree with the Region to be bound by and to comply with all terms and conditions of sublease 136190 from the date of purchase.
 - x) That effective on the closing date, Canadian Warplane Heritage be released from all further and future liabilities under Sublease 136190 provided, however, that Canadian Warplane Heritage shall remain liable for any previous breaches or contravention from any of the terms and conditions in Sublease 136190.
- b) That the Region enter into a Consent Agreement with Glanford Aviation Service Limited and Canadian Warplane Heritage setting forth the terms and conditions outlining the Region's consent concerning the transfer of Hangar #4 and Sublease 136190 and the required amendments to Sublease 132930 including the provisions set forth in Section (a) above.
- c) That the Regional Chairman and Regional Clerk be authorized and directed to execute the Consent Agreement on behalf of the Region, in a form satisfactory to the Commissioner of Legal Services and the Acting Airport General Manager.
- d) That staff be authorized and directed to request the consent of Transport Canada to the transfer and assignment of Hangar #4 and Sublease 136190 in accordance with the foregoing.


J.B. MacSween, Acting Airport General Manager

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

It is staff's understanding that Canadian Warplane Heritage has carried out the necessary or required due diligence investigation of Glanford Aviation Services Limited.

Our Finance Department have advised that Glanford Aviation Services Limited is in good standing with the Region.

In accordance with the requirements of Canadian Warplane Heritage's Sublease 144106 concerning the new hangar, they are required to sell their old hangars to meet the financing requirements of the new hangar. The total purchase price of \$800,000. is to be satisfied in cash on closing.

BACKGROUND:

Glanford Aviation Services Limited has submitted an offer to purchase Hangar #4, which replaces the previous offer by Hamilton Air Freight Limited. If approved, this transaction replaces the proposal whereby Canadian Warplane Heritage would obtain a line of credit guaranteed by the Region and serviced by TradePort International Corporation in the amount of \$800,000.

- c.c. Mr. J. D. Thoms, Commissioner of Planning and Development
- c.c. Liam Rafferty, Project Manager, Airport Privatization Project
- c.c. Joseph Fudge, Assistant Corporate Counsel
- c.c. Diane Payne, Revenue Clerk - Accounts Receivable
- c.c. Ramzan Manek, Collections Officer
- c.c. Bob Zolaturiuk, Insurance Co-ordinator
- c.c. Mirella Thompson, Airport Lease/Invoice Co-ordinator

URBAN/MUNICIPAL
CAB ON HW 265
H18
1996

HAMILTON REGION AIRPORT MANAGEMENT BOARD

A G E N D A

DATE: Thursday, May 9, 1996
TIME: 8:30 o'clock a.m.
PLACE: Hamilton Airport Terminal Building

1. GENERAL

- a) **Declaration of Interest** re: Municipal Conflict of Interest Act
- b) **Minutes** of the March 14, 1996 meeting of the Hamilton Region Airport Management Board
- c) **Minutes** of the April 11, 1996 meeting of the Hamilton Region Airport Management Board

2. CONSENT AGENDA

2.1 Renewal of Sublease No. 145512 - Morningstar Air Express Inc. (AIR 96-010)

- a) That the application of Morningstar Air Express Inc. to renew their current sublease consisting of 16 square metres of office space located in the terminal building referred to as Room 1152, be approved, subject to the following:
 - i) That the applicant enter into a Supplemental Agreement to Sublease No. 145512 with the Region, in a form satisfactory to the Commissioner of Legal Services and Transport Canada;
 - ii) That the agreement have a term of one year, commencing on April 1, 1996 until March 31, 1997;

- iii) That the rental rate for 16 square metres of office space be established as follows:
 - aa) 16 square metres of office space at \$120 per square metre per annum, resulting in a net rent of \$1,920 per annum, or \$160 per month,, subject to any Transport Canada rental increases;
 - bb) That in addition to the net rent, there will be an annual Airport Administration/Maintenance Fee of 10% applied, as well as a Goods and Services Tax of 7%, therefore resulting in an annual rent of \$2,259.84 to be paid in monthly instalments of \$188.32 per month;
- iv) That the monthly rent for office space be credited to Office and Shop Space Account No. 1-46007-343199, and the monthly Administration/Maintenance Fee credited to Account No. 1-45137-343199;
- v) That the applicant be required to provide the Region with the necessary Comprehensive and Liability Insurance in the amount of \$1,000,000, naming the Region and Transport Canada as named insureds;
- vi) That a thirty (30) day termination clause be included in Sublease for both parties;
- b) That the Regional Chairman and Regional Clerk be authorized and directed to execute the Supplemental Agreement on behalf of the Region, in a form satisfactory to the Commissioner of Legal Services.

2.2 Sublease Renewal - Hamilton Hertz (1983) Limited (AIR 96-012)

- a) That the request made by Hamilton Hertz (1983) Limited to renew their current sublease consisting of 3.25 square metres of counter space in the Terminal Building, and seven (7) car park spaces located east of the Terminal Building, be approved, subject to the following:
 - i) That the applicant enter into a Supplemental Agreement to Sublease No. 141625 with the Region, in a form satisfactory to the Commissioner of Legal Services and Transport Canada;

- ii) That the agreement have a term of one (1) year, commencing on May 1, 1996 until April 30, 1997;
 - iii) That in accordance with Regional By-law No. 95-078 passed and enacted on August 22, 1995, the rental rate for 3.25 square metres of counter space and seven (7) car park spaces be established as follows:
 - aa) 3.25 square metres of counter space at \$441.15 per square metre per annum, and seven (7) car park spaces at \$13.45 per car per month, resulting in a net rent of \$2,563.54 per annum or \$213.63 per month, subject to any future Transport Canada rental increases;
 - bb) That in addition to the net rent, there will be an annual Airport Administration/Maintenance Fee of 10% applied, as well as a Goods and Services Tax of 7%, therefore resulting in an annual rent of \$3,017.28, to be paid in monthly instalments of \$251.44 per month;
 - iv) That the monthly rent for counter space be credited to Office and Shop Account No. 1-46007-343199, and the related car park spaces credited to Car Parking - Car Rental Account No. 1-45019-343199 and the monthly Administration/Maintenance Fee credited to Account No. 1-45137-343199;
 - v) That the applicant be required to provide the Region with the necessary Comprehensive and Liability Insurance in the amount of \$1,000,000, naming the Region and Transport Canada as named insureds;
 - vi) That a thirty (30) day termination clause be included in Sublease for both parties;
- b) That the Regional Chairman and Regional Clerk be authorized and directed to execute the Supplemental Agreement on behalf of the Region, in a form satisfactory to the Commissioner of Legal Services.

2.3 Sublease of Office No. 1155 in the Terminal Building to Greyhound Lines of Canada Ltd. (AIR 96-014)

- a) That the application by Greyhound Lines of Canada Ltd. to sublease office Number 1155, consisting of 14.5 square metres and 10.6 square metres of ticket counter space, located in the Terminal Building, be approved, subject to the following:
 - i) That the applicant enter into a Supplemental Agreement with the Region, in a form satisfactory to the Commissioner of Legal Services, for a term of one (1) year commencing on May 1, 1996, pending the outcome of the applicant's due diligence;
 - ii) That the rental rate be established as follows:
 - aa) 14.5 square metres of office space at \$263.75 per square metre per annum, and 10.6 square metres of ticket counter space at \$441.15 per square metre per annum;; resulting in a net rent of \$8,500.57 per annum or \$708.38 per month, subject to any future Transport Canada rental increases;
 - bb) That in addition to the net rent, there will be an annual Airport Administration/Maintenance Fee of 10% applied, as well as a Goods and Services Tax of 7%, therefore resulting in an annual rent of \$10,005.17, to be paid in monthly instalments of \$833.76;
 - iii) That the monthly rent for office and ticket counter space be credited to Office and Shop Space Account No. 1-46007-343199, and the monthly Administration/Maintenance Fee credited to Account No. 1-45137-343199;
 - iv) That the applicant be required to provide the Region with the necessary Comprehensive and Liability Insurance in the amount of \$1,000,000, naming the Region and Transport Canada as named insureds;
 - vi) That a thirty (30) day termination clause be included in Sublease for both parties;

- b) That the Regional Chairman and Regional Clerk be authorized and directed to execute the Supplemental Agreement on behalf of the Region, in a form satisfactory to the Commissioner of Legal Services.

2.4 For the Information of the Board:

That the following items be received:

- a) 1995 Airport Financial Statements (AIR 96-016)
- b) Sublease of Office No. 1155 in the Terminal Building to Greyhound Lines of Canada Ltd. (AIR 96-014(a))
- c) Airport Accounts Receivable Over 90 Days as at April 25, 1996
- d) Noise Complaints as at March, 1995
- e) **Correspondence** from Shirley Schellenberg expressing concern of night flights to and from Hamilton Airport
- f) **Letter of thanks** from Isabel Baldwin respecting treatment received by staff of Hamilton Airport

3. DISCUSSION AGENDA

3.1 Noise Abatement Procedures

Verbal Update by the Acting Airport General Manager.

3.2 Discussion of Consent Items

4. ADJOURNMENT

1(6)

MINUTES OF THE HAMILTON REGION AIRPORT MANAGEMENT BOARD

The Hamilton Region Airport Management Board met at 8:30 o'clock a.m. on Thursday, March 14, 1996 in the Airport Terminal Building, Hamilton Airport.

Present: Chairman (Mayor) G. Etherington
Vice Chairman K. Gregg
Councillors F. D'Amico, A. Sloat; G. Bryant, T. Cronmiller,
J. Monaco

Absent with regrets: Regional Chairman T. Cooke - Regional Business
Councillor D. Ross - Vacation
Councillor D. Wilson - City Business
J. Mongeon - Vacation
W. Scarth

Also present: Councillor F. MacIntyre
Messrs. B. MacSween, J. D. Thoms, G. Weylie;
Mmes. J. Furlani, M. Thompson, C. Biggs

1. GENERAL

- a) **Declaration of Interest** re: Municipal Conflict of Interest Act: None
- b) **Minutes** of the February 8, 1996 meeting of the Hamilton Region Airport Management Board

(Gregg/D'Amico)

Be received and adopted as presented.

CARRIED.

2. CONSENT AGENDA

(D'Amico/Monaco)

2.1 Sublease of Terminal Building Space to Purolator Courier Ltd. (AIR 96-007)

- a) That the application made on behalf of Purolator Courier Ltd. by Peace Bridge Brokerage Group to sublease 20.4 square metres of space in the Terminal Building, be approved, subject to the following:
 - i) That the applicant enter into a sublease for the term of one year, commencing on April 1, 1996;

- ii) That the rental rate for 20.4 square metres of space be established at \$120 per square metre per annum, plus a 10% Administration/Maintenance fee, plus 7% GST, resulting in an annual rental rate of \$2,881.30 which is to be paid in monthly instalments of \$240.11, plus realty taxes, commencing April 1, 1996;
- iii) That the monthly rent for the space be credited to Office and Shop Space Account No. 1-46007-343199, and that the monthly Administration/Maintenance fee be credited to Account No. 1-45137-343199;
- iv) That the applicant be required to provide the Region with the necessary Comprehensive and Liability Insurance in the amount of \$1,000,000, naming the Region and Transport Canada as named insureds;
- v) That a thirty (30) day termination clause be included in the sublease for both parties;
- b) That the Regional Chairman and Regional Clerk be authorized and directed to execute the Sublease on behalf of the Region, in a form satisfactory to the Commissioner of Legal Services.

2.2 For the Information of the Board:

That the following items be received:

- a) Hamilton Airport - 1995 Year End Budget Exception Report (AIR 96-008)
 - b) Airport Accounts Receivables Over 90 Days as at February 29, 1996
 - c) Correspondence from E. P. Boyko concerning the underutilization of Hamilton Airport for passenger travel
 - d) Correspondence from Mr. and Mrs. W. G. Murray to the Regional Chairman respecting Airport Noise
- CARRIED.**

3. DELEGATIONS

- 3.1 Keith Stelling, The Canadian Journal of Herbalism, respecting the future direction of Hamilton Airport**

The Board received a presentation from Mr. Keith Stelling of the Canadian Journal of Herbalism who addressed the issues of noise over the residential areas of the City and the safety risk for residents of the Region.

- 3.2 R. J. Franks, Canadian Warplane Heritage, respecting Hangar #4**

Mr. Franks was present at the meeting; however, he indicated that it was not necessary at this time to appear before the Board.

4. DISCUSSION AGENDA

- 4.1 Consent to Sublease between the Regional Municipality of Hamilton-Wentworth and Ontario Flightcraft Limited respecting an Extension to the Temporary Occupancy of Purolator Courier Limited (AIR 96-009)**

(Monaco/Gregg)

- a) That the authority for the Region to approve the Consent to Sublease between the Regional Municipality of Hamilton-Wentworth and Ontario Flightcraft Limited respecting the temporary occupancy of Purolator Courier Limited, expiring on April 1, 1996, approved by Regional Council on June 6, 1995, in adopting Item 11 of Economic Development and Planning Committee Report 7-95, be extended to November 30, 1996;
- b) That a copy of Council's decision be forwarded to Ontario Flightcraft Limited.

- 4.2 Noise Abatement Procedures**

(Sloat/Cronmiller)

That the verbal update from Acting Airport General Manager respecting new Noise Abatement Procedures, be received. **CARRIED (Attachment)**

- 4.3 Discussion of Consent Items**

N/A.

NEW BUSINESS #1

Accommodations - Customs Border Service at Hamilton Airport (AIR 96-011)

(Monaco/Cronmiller)

- a) That Neemac International be retained to expand and renovate the offices of the current Canada Customs accommodations located in the Air Terminal Building at Hamilton Airport;
- b) That the Acting Airport General Manager be authorized and directed to issue a requisition for a purchase order to Neemac International, appointed by Revenue Canada Customs and Excise, at a cost not to exceed \$136,700 (GST extra) using Renovation Expenses Account No. 1-54802-344101;
- c) That this project be 100% funded by Revenue Canada Customs and Excise, and recovered using Recovery - Miscellaneous Account No. 1-44365-344101;
- d) That airport staff be authorized and directed to invoice Revenue Canada Customs and Excise for the 100% funding at a cost not to exceed \$136,700 (GST extra), as requested by Canada Customs.

CARRIED (Attachment)

On motion (Monaco/Sloat) the Board moved In Camera.

CARRIED.

On motion (D'Amico/Monaco) the Board reconvened in Open Session.

CARRIED.

On motion (Gregg/Bryant) the Board adjourned at 10:15 a.m.

CARRIED.

Chairman

Secretary

REGION OF HAMILTON-WENTWORTH

- RECOMMENDATION -

DATE: 1996 March 13

REPORT TO: Chairman and Members
Hamilton Region Airport Management Board

FROM: Barry MacSween
Acting Airport General Manager

SUBJECT: Accommodations - Customs Border Service at Hamilton Airport
(AIR96-011)

RECOMMENDATION:

- a) That Neemac International be retained to expand and renovate the offices of the current Canada Customs accommodations located in the Air Terminal Building at Hamilton Airport.
- b) That the Acting Airport General Manager be authorized and directed to issue a requisition for a purchase order to Neemac International appointed by Revenue Canada Customs and Excise at a cost not to exceed \$136,700.00 (G.S.T. extra) using Renovation Expenses Account No. 1-54802-344101;
- c) That this project be 100% funded by Revenue Canada Customs and Excise and recovered using Recovery - Miscellaneous Account No. 1-44365-344101; and
- d) That airport staff be authorized and directed to invoice Revenue Canada Customs and Excise for the 100% funding at a cost not to exceed \$136,700.00 (G.S.T. extra) as requested by Canada Customs.



J.B. MacSween, Acting Airport General Manager

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The Airport Management Board at its meeting of December 15, 1996 approved that Canada Customs proceed with the construction of additional space in the Air Terminal Building.

Revenue Canada Customs and Excise have advised that due to their fiscal year ending March 31, 1996 and the fact that the expansion has not commenced to date, it is impossible to expend their expansion allocated funds by their year-end. With this in mind, they have requested that Airport staff invoice Canada Customs for the expansion costs, at a cost not to exceed \$136,700.00 (G.S.T. extra). Canada Customs have also requested that Airport staff pay Neemac International for the expansion. The funding for this expansion would be 100% recovered from Revenue Canada Customs and Excise.

BACKGROUND:

Your Board at its meeting of December 13, 1995 approved the following:

- a) That staff be authorized and directed to contact Transport Canada seeking approvals for office expansion to the current Canada Customs accommodations in the Air Terminal Building;
- b) That staff be authorized and directed to contact the future private operator obtain their approvals for this work; and
- c) That staff be authorized and directed to contact Canada Customs and advise them to proceed with the construction of this additional space.

All of the above conditions have been met and you will recall that Canada Customs advised and agreed that all costs incurred for this expansion will be funded by them.

cc: J. Thoms, Commissioner, Planning & Development
J. Avery, Purchasing
J. DiBattista, Finance
J. Furlani, Airport Financial Analyst
M. Thompson, Airport Lease/Invoice Co-ordinator

**NEW NOISE ABATEMENT
DEPARTURE PROCEDURES
FOR HAMILTON AIRPORT
AS PUBLISHED IN THE
CANADA AIR PILOT
EFFECTIVE FEBRUARY 29, 1996
AT 4:00 A.M.**

**NEWSLETTER ON
NOISE MANAGEMENT AT
HAMILTON AIRPORT**

NDB RWY 06

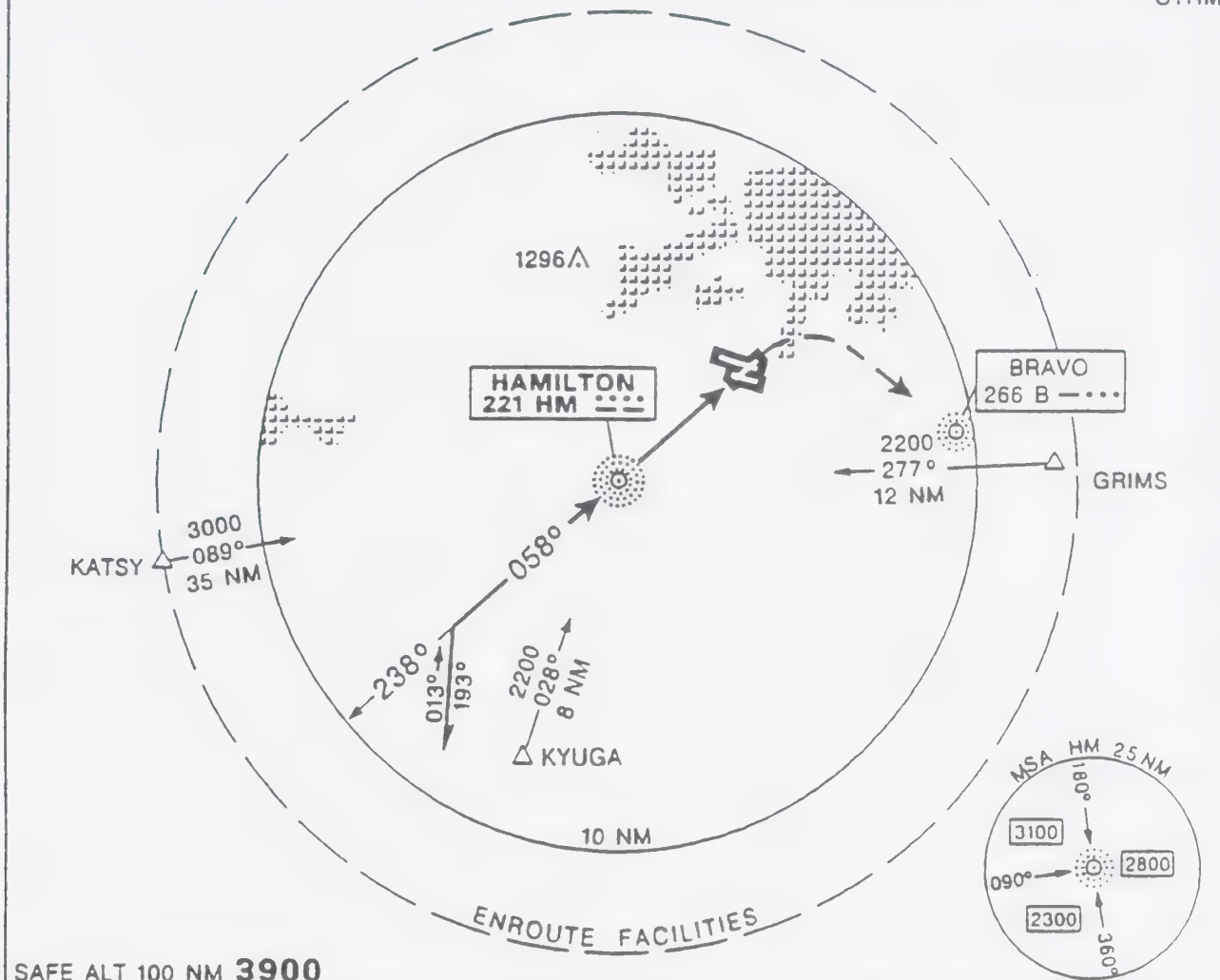
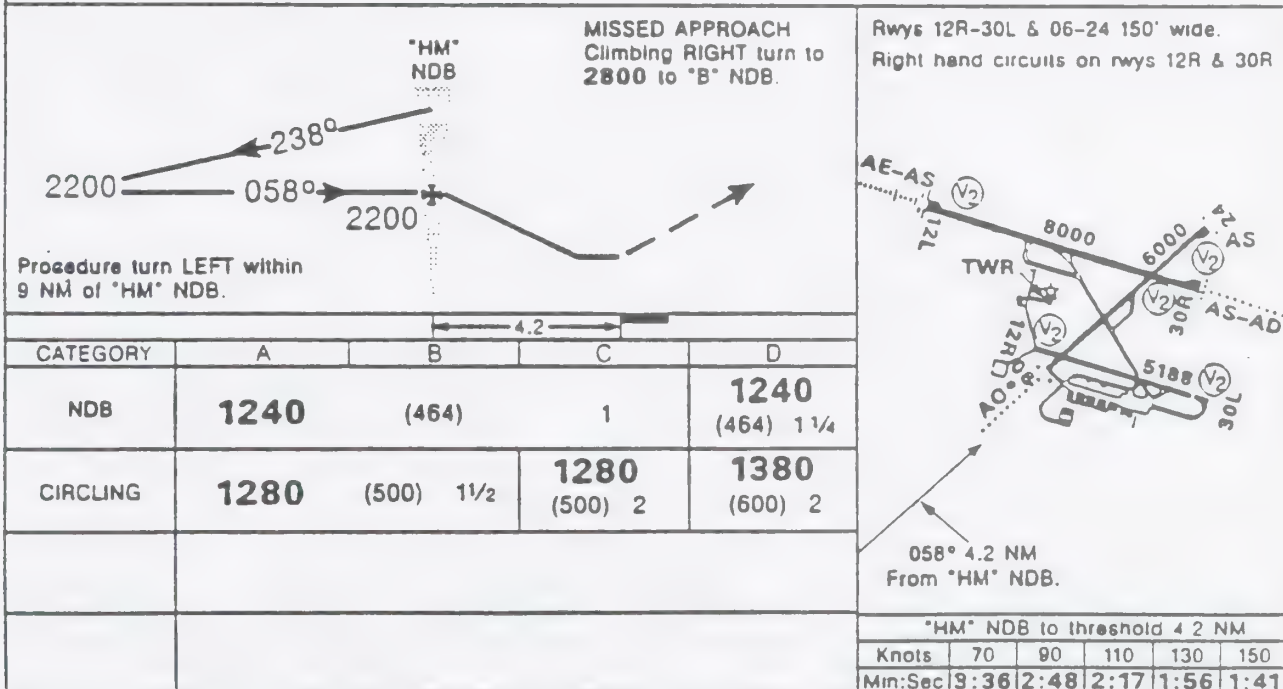
Geomatics Canada

HAMILTON
HAMILTON ONTARIO

ATIS 128.1	ARR TOWER	TWR 125.0 308.475	GND 121.6 398.125	DEP TORONTO CTR 133.3 290.8	ELEV 780 TDZE 06 776
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CYHM

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SAFE ALT 100 NM **3900**

NDB RWY 06

N43 10 19 W79 55 53

VAR 9° W

HAMILTON ONTARIO
HAMILTON

EFF 29 FEB 96 CHANGE: Rwy 30L displaced

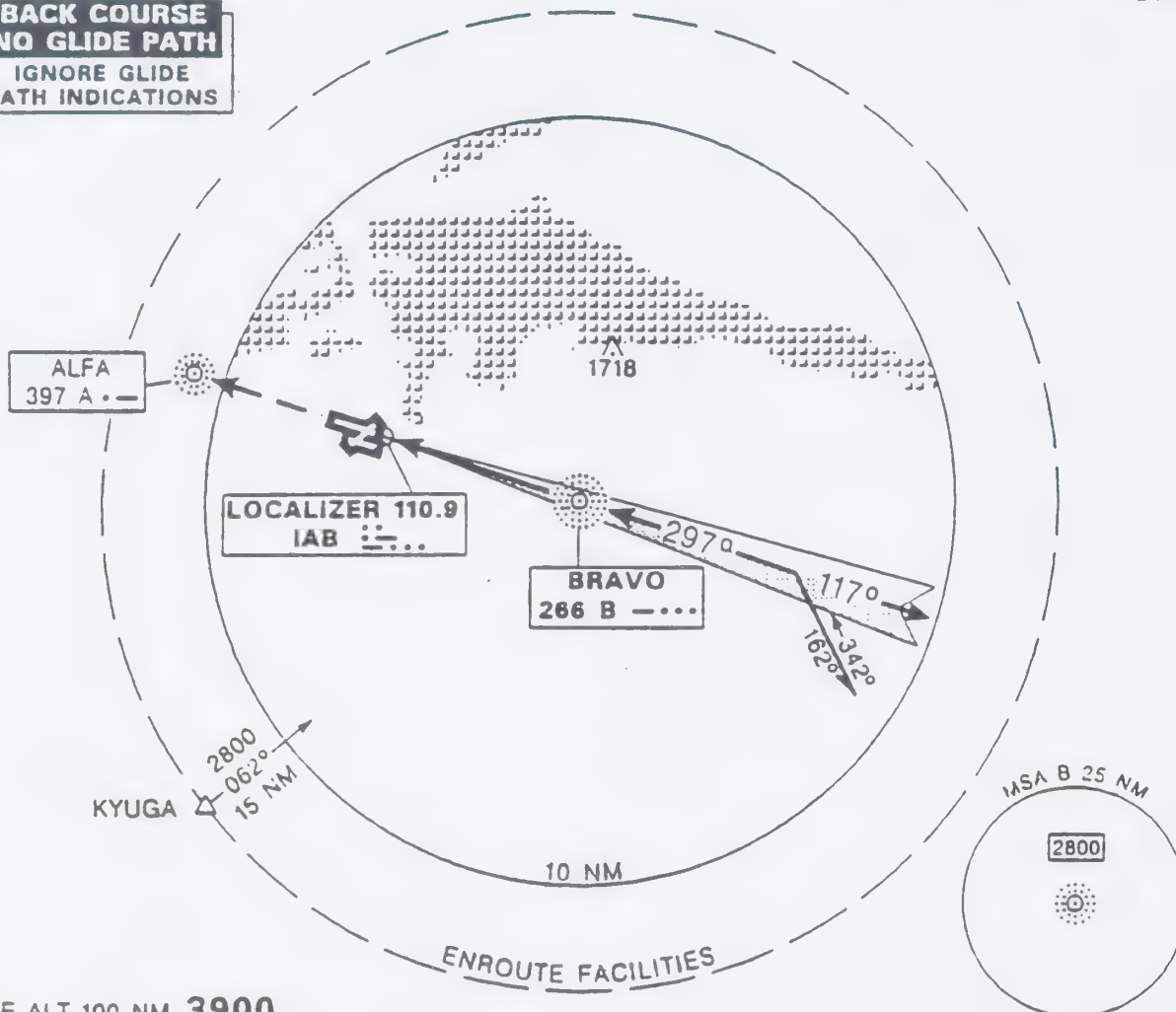
52

NAD83

ATIS 128.1	ARR TOWER	TWR 125.0 308.475	GND 121.6 398.125	DEP TORONTO CTR 133.3 290.8	ELEV 780 TDZE 30R 772
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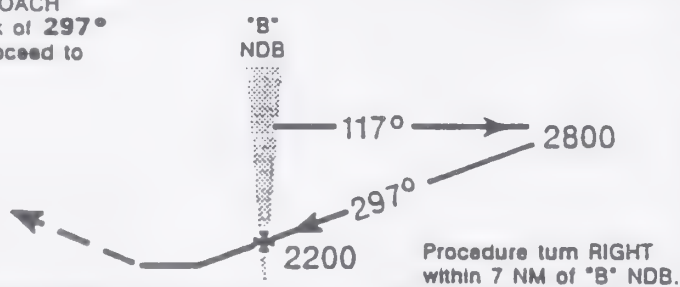
CYHM

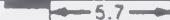
**BACK COURSE
NO GLIDE PATH
IGNORE GLIDE
PATH INDICATIONS**



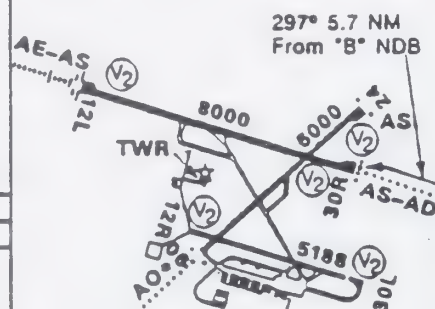
SAFE ALT 100 NM 3900

MISSED APPROACH
Climb on track of **297°**
to **2800**. Proceed to
"A" NDB



						
CATEGORY	A	B	C	D		
LOC(BC)	1160		(388)	1		
NDB	1200		(428)	1		
CIRCLING	1280		(500) 1 1/2	1280 (500) 2	1380 (600) 2	

Rwys 12R-30L & 06-24 150' wide.
Right hand circuits on rwys 12R & 30R



B NOB to threshold 5.7 NM

Knots	70	90	110	130	150
Min:Sec	4:53	3:48	3:06	2:38	2:17

LOC(BC) or NDB RWY 30R

N43 10 19 W79 55 53

VAR 9° W

HAMILTON ONTARIO
HAMILTON

EFF 29 FEB 96 CHANGE: Rwy 30L displaced

53

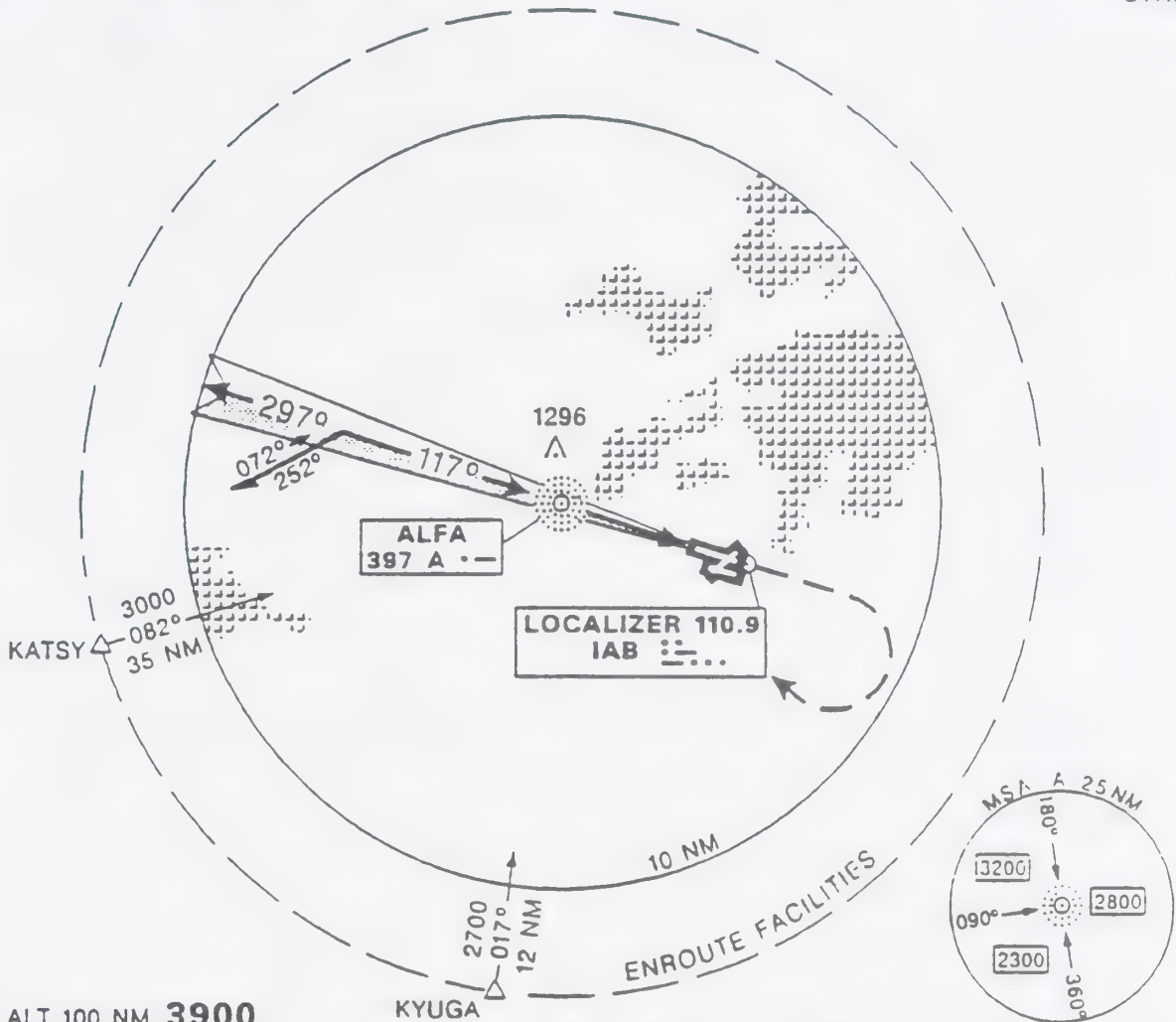
NAD83 •

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ILS or NDB RWY 12L

ATIS 128.1	ARR TOWER	TWR 125.0 308.475	GND 121.6 398.125	DEP TORONTO CTR 133.3 290.8	ELEV 780
					TDZE 12L 780

CYHM

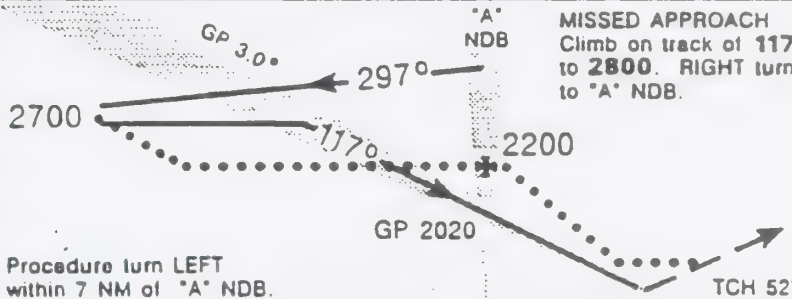


SAFE ALT 100 NM **3900**

KYUGA

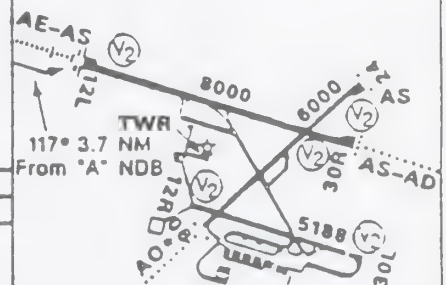
MISSED APPROACH
Climb on track of 117°
to 2800. RIGHT turn
to "A" NDB.

Rwys 12R-30L & 06-24 150' wide.
Right hand circuits on rwys 12R & 30R



Procedure turn LEFT
within 7 NM of "A" NDB.

<div style="display: flex; justify-content: space-between; align-items: center;"> <div></div> <div>3.7</div> <div></div> </div>				
CATEGORY	A	B	C	D
ILS	980	(200)	1/2 RVR 26	
LOC	1160	(380)	1 RVR 50	
NDB	1220	(440)	1 RVR 50	
CIRCLING	1280	(500) 1 1/2	1280 (500) 2	1380 (600) 2



FAF to threshold 3.7 NM

Knots	70	90	110	130	150
Min:Sec	3:10	2:28	2:01	1:42	1:29

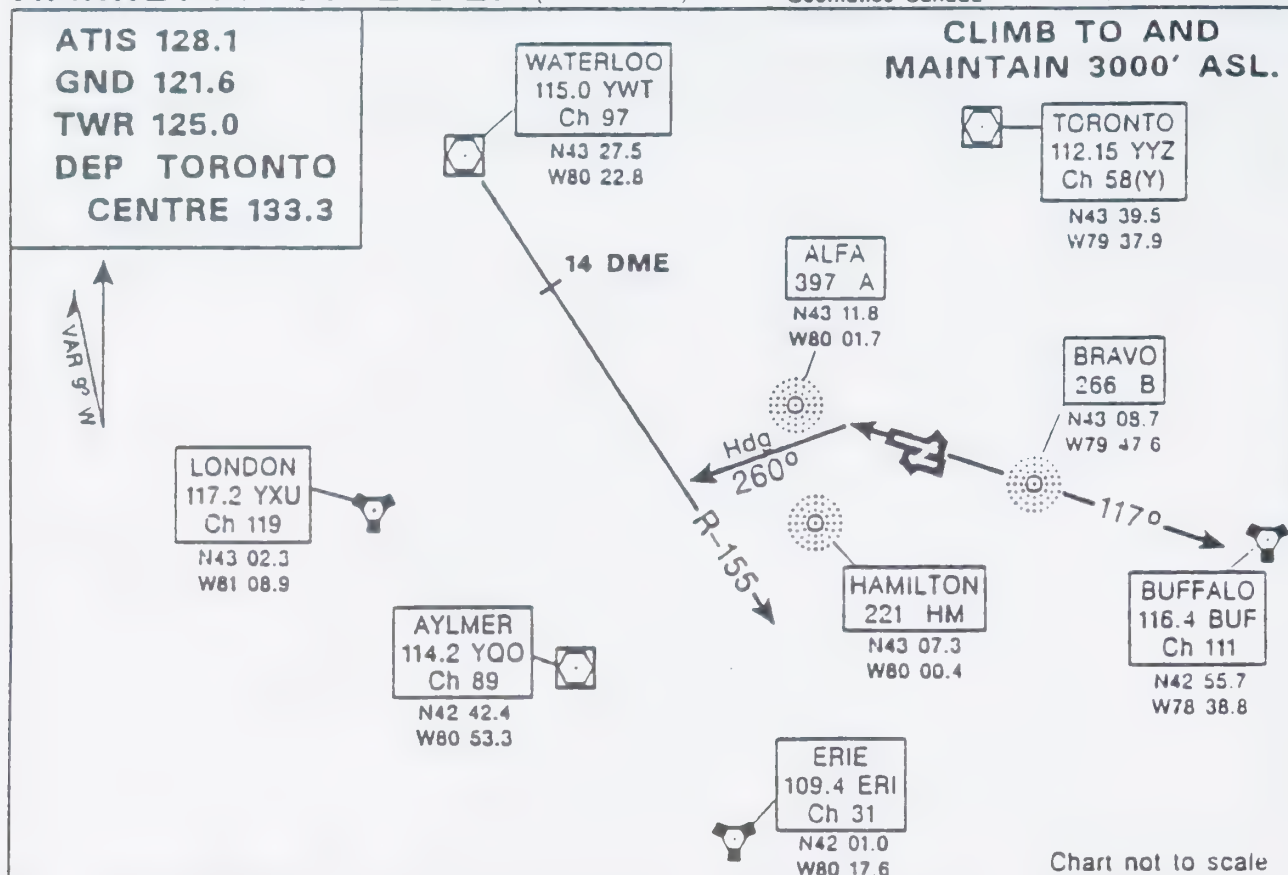
ILS or NDB RWY 12L

N43 10 19 W79 55 53

VAR 9° W

HAMILTON ONTARIO
HAMILTON

EFF 29 FEB 96 CHANGE: Rwy 30L displaced



DEPARTURE ROUTE DESCRIPTION

Runways 12L:

Climb on track of 117° till "B" NDB and 3000' ASL. Expect radar vectors to assigned route or depicted fix.

Runway 30R:

CLEARED VIA YWT or YYZ.

Climb on runway hdg to 1300' ASL. Turn left hdg 260° to intercept and maintain YWT R-155 inbound to 14 DME. Expect radar vectors to filed or assigned route. Maintain 3000' ASL.

CLEARED VIA YXU, YQO, ERI or BUF.

Climb on runway hdg to 1300' ASL. Turn left hdg 260° . Expect radar vectors to assigned route. Maintain 3000' ASL.

Runways 12R, 06, 24, 30L:

Climb on runway hdg to 3000' ASL. Expect radar vectors to filed or assigned route.

NOTE: Noise abatement procedures in effect.

COMMUNICATION FAILURE

On recognition of communication failure 5 minutes or less after take-off and in IFR weather conditions, proceed as follows;

1. transpond Mode A/3 Code 7600;
2. proceed directly on course;
3. maintain last assigned altitude for 5 minutes after recognition of failure;
4. climb to flight plan altitude.

If communication failure occurs more than 5 minutes after take-off, comply with the appropriate procedure for communication failure enroute.

NOISE ABATEMENT PROCEDURES

GENERAL

Pursuant to Air Regulation 521(c) and ANO Series II, No 27, the following procedures apply at Hamilton Airport.

DEPARTURE

RWY	VNAP
ALL RWYS	A or B

Departures not permitted on Rwy 06, between 2300 hours and 0700 hours local time unless authorized by Airport General Manager.

Runway 12L:

Climb on track of 117° till "B" NDB and 3000' ASL.

Runway 30R:

CLEARED VIA YWT or YYZ.

Climb on rwy hdg to 1300' ASL. Turn left 260° to intercept and maintain YWT R-155 inbound to 14 DME.

CLEARED VIA YXU, YQO, ERI or BUF.

Climb on rwy hdg to 1300' ASL. Turn left hdg 260° till abeam "A" NDB.

Remaining runways - Climb on runway heading to 3000' ASL before proceeding on course.

ARRIVAL

Arrivals not permitted on, and approaches not permitted to, Rwy 24 between 2300 hours and 0700 hours local time unless authorized by the Airport General Manager.

VISUAL ARRIVALS:

1. Intercept final approach at or outside the final approach fix or 4 NM from the threshold where there is no final approach fix.
2. Remain on or above ILS glide slope or assumed 3° glide path
3. Maintain 3000' ASL or last assigned altitude until established on final.

PREFERENTIAL RUNWAYS

Between 2300 hours and 0700 hours local time, consistent with safety of operations, pilots should select runways in the following order of priority.

DEPARTURES	ARRIVALS
1. 24	1. 06
2. 12L	2. 30R
3. 30R	3. 12L

REVERSE THRUST

Consistent with safety of operations, pilots should minimize reverse thrust when using Rwy 12L and 30R

TRAINING FLIGHTS

Training flights not permitted between 2300 hours and 0700 hours local time unless authorized by the Airport General Manager.

INQUIRIES

Contact the Airport General Manager at (905) 679-4151 between 0900 hours and 1700 hours local time.

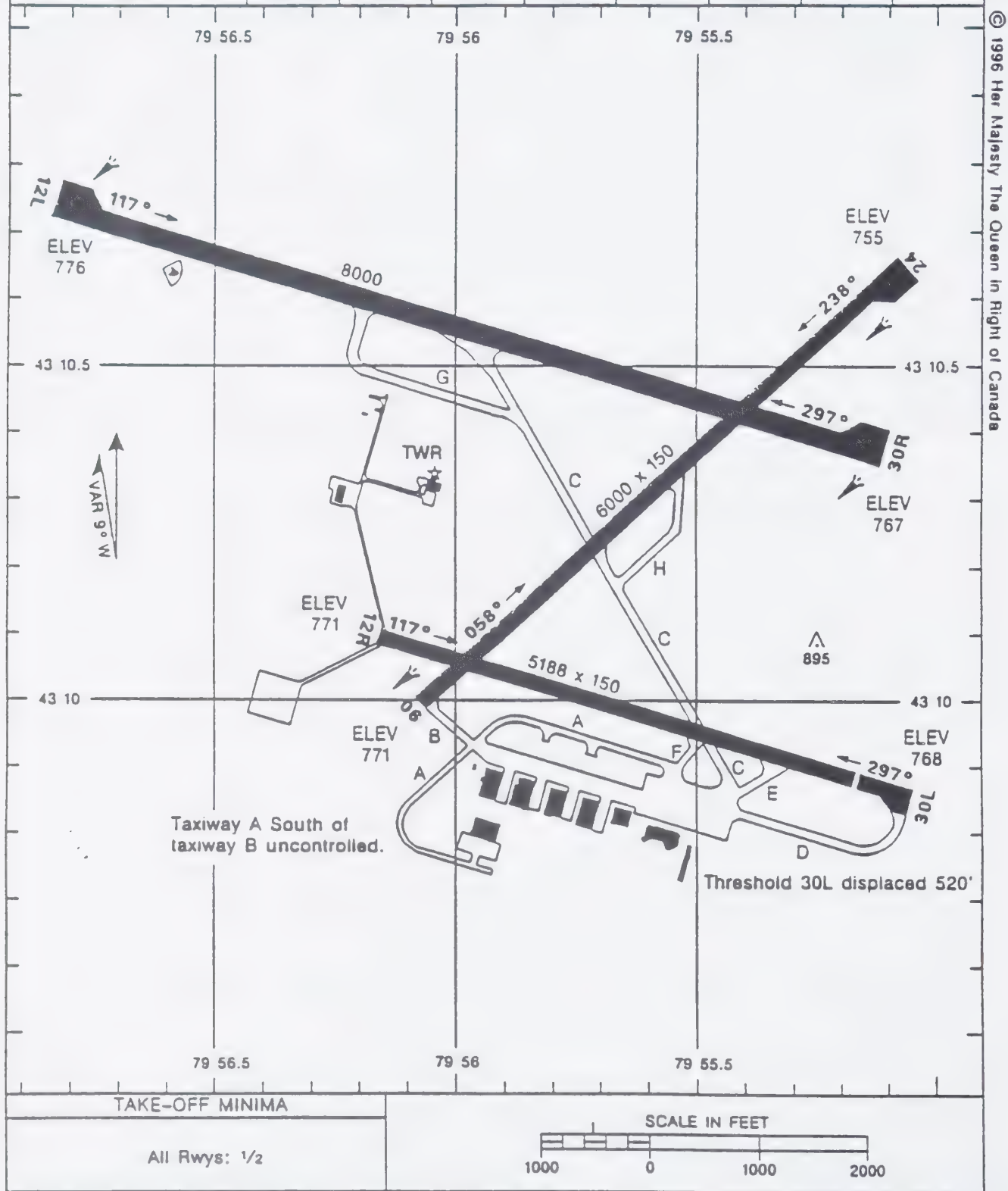
AERODROME CHART

Geomatics Canada

HAMILTON
HAMILTON ONTARIO

ATIS	TWR	GND	DEP
128.1	125.0 308.475	121.6 398.125	TORONTO CENTRE 133.3 290.8

DECLARED DISTANCES	08	24	12R	30L	12L	30R		
TORA	6000	6000	5188	5188	8000	8000		
TODA	7000	7000	5188	6188	9000	9000		
ASDA	6000	6000	5188	5188	8000	8000		
LDA	6000	6000	5188	4668	8000	8000		



AERODROME CHART

CHANGE: Rwy 30L displaced

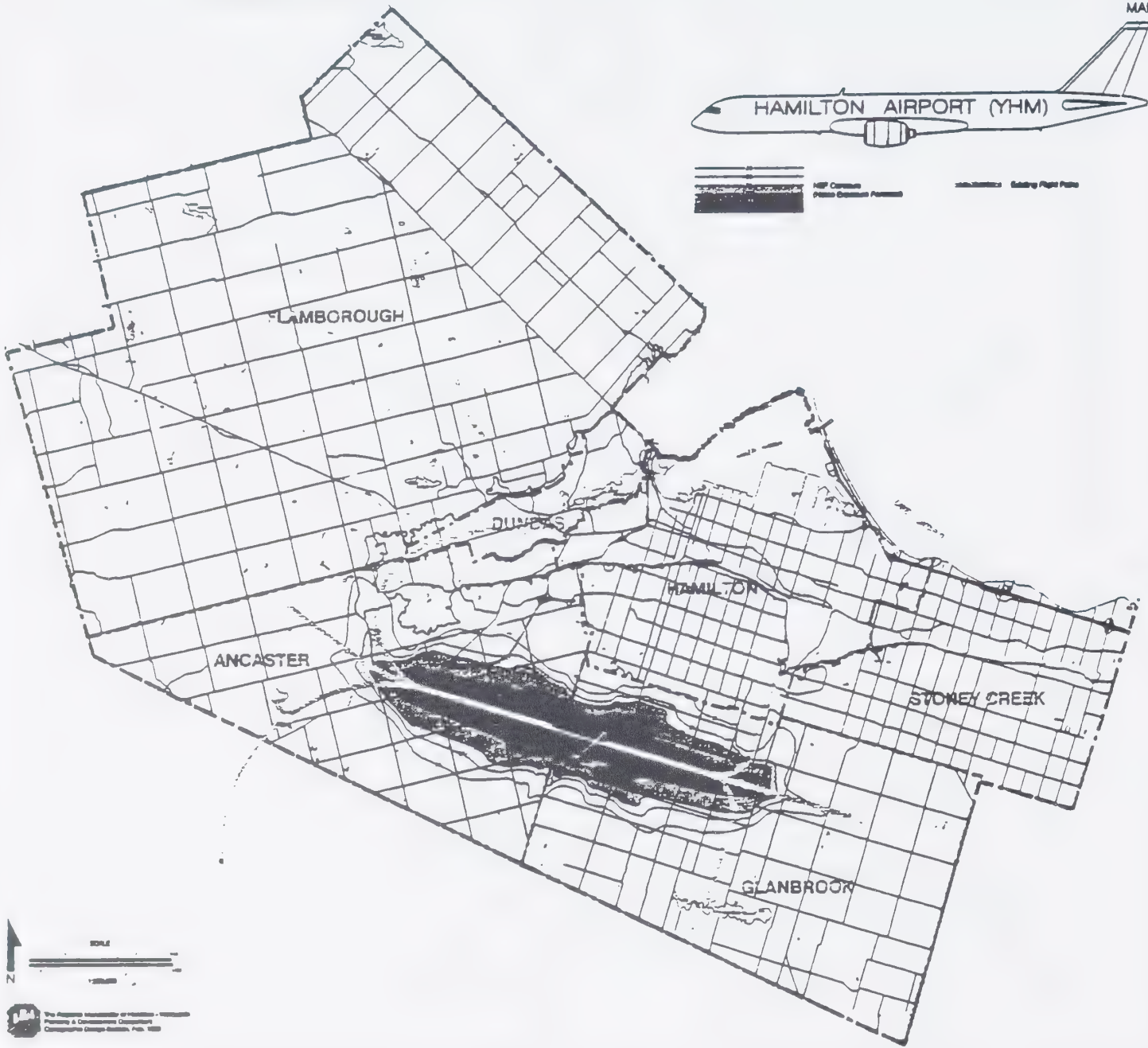
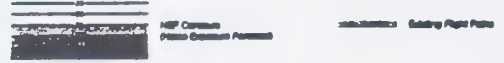
HAMILTON ONTARIO

EFF 29 FEB 96

HAMILTON

HAMILTON AIRPORT NOISE ABATEMENT PROCEDURES
NOTAMS (NOTICE TO AIRMEN) ISSUED SINCE FEBRUARY 29, 1996

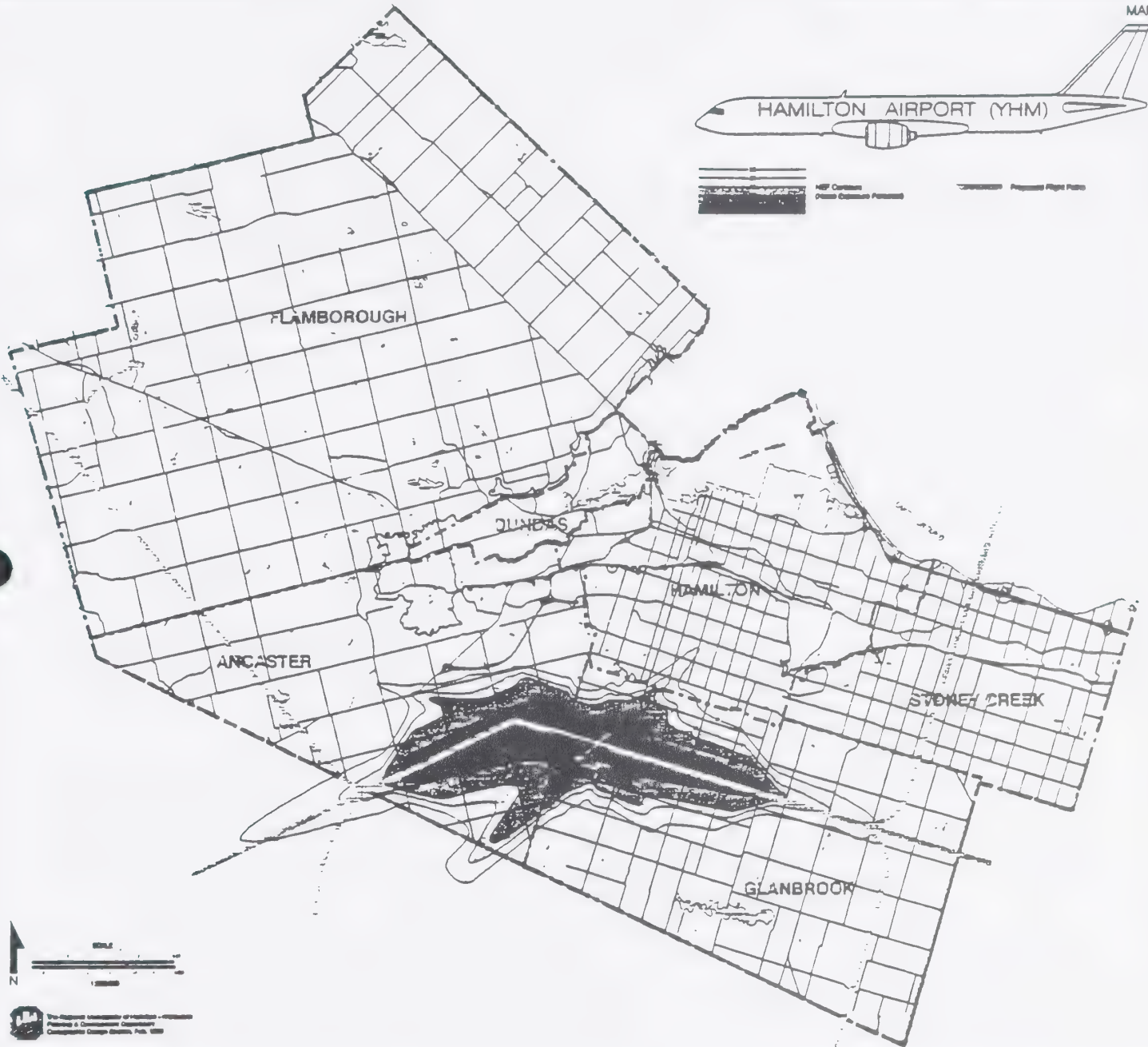
1. Amend CAP 4 Hamilton Five DEP and Noise Abatement Procedures
Departure RWY 30R to Read: CLEARED VIA YWT. YYZ OR 00 VICE CLEARED
VIA YWT OR YYZ.
2. Amend CAP 4 and CFS Noise Abatement Procedure RWY 30R.
DEP VIA YWT R-155: AMEND PROCEDURE TERMINATION TO YWT R-155/14
DME OR 5000 ASL.
3. CAP 4 Noise Abatement procedures apply to all ACFT OPR under IFR.





145' Contour
Creek Cross-section Profile

Proposed Right-of-Way



The Regional Municipality of Hamilton - Wilminton
Planning & Development Department
Communications Group, Feb. 1989



NEWSLETTER



Volume I

February 29, 1996

NOISE MANAGEMENT AT HAMILTON AIRPORT (YHM)

Hamilton Airport (YHM) is committed to providing a balance between airline operations and the needs of the community. This newsletter outlines how technology, government and community input work together to provide a comprehensive noise management program at YHM.

Quieter Aircraft

Along with the introduction of commercial jet air service, came jet aircraft noise - noise created from the hot jet engine air coming in contact with the cooler air around it. However, jet engine noise has been reduced considerably, through the use of larger turbo fans on newer aircraft types.

The industry categorizes aircraft noise according to three groups:

- ▶ **Non-noise certificated** - the noisiest - planes include - **DC8's, Boeing 707's, and Concorde** aircraft.
- ▶ **Chapter 2 jets** - an improvement upon non-noise certificate aircraft. These include **DC9's, Boeing 727 & 737** aircraft.
- ▶ **Chapter 3 jets** - by far the quietest planes in operation, making up to 50 percent less noise than non-noise certificated aircraft. Examples include the **Boeing 757 & 767, and Airbus 320.**

An October 1990 resolution adopted by the International Civil Aviation Organization (ICAO) calls for all member countries to replace their non-noise certificated and Chapter 2 aircraft, or have these adapted to Chapter 3 standards, by the year 2002. In March 1992, Transport Canada announced that it would be developing regulations in accordance with the ICAO resolution. The United States uses Stage 1, Stage 2 and Stage 3 terminology although noise limits are essentially the same.

The new Transport Canada regulations will gradually reduce the fleet of Chapter 2 aircraft beginning December 31, 1995,

with a full phase-out by April 1, 2002.

At the present time, **25%** of the aircraft operating in and out of YHM are **Chapter 3 jets**. The introduction of quieter engines and the application of stricter international regulations means that increases in the number of aircraft movements will not automatically increase airport noise levels.

Operational Limitations

Aircraft operating from YHM are subject to the following procedures and restrictions.

DEPARTURE PROCEDURES

Effective February 29, 1996 at 4:00 a.m., jet aircraft must climb to 3000 feet (Above Sea Level) before turning to enroute destinations. They initially follow specific headings when departing from Runway 30R at 1300 feet (Above Sea Level) turning left until 13 Kilometres Southwest of the airport. They follow specific headings when departing from Runway 12L and climb to the

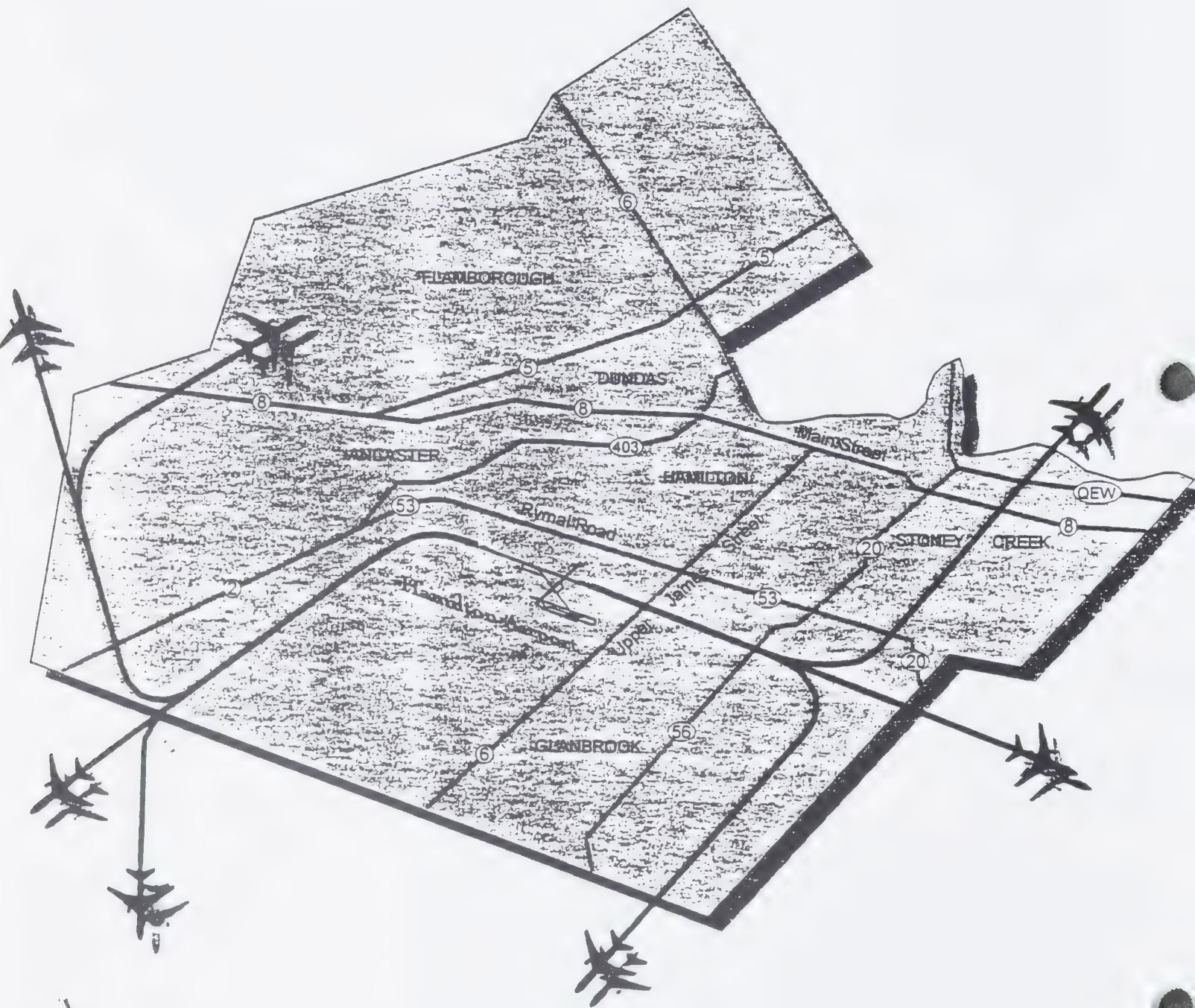
ARRIVAL PROCEDURES

TRAINING FLIGHTS

ENGINE RUN-UPS

Noise Management

Community Involvement



NORTH

Map not to scale
RPP&O C03 308

NUMBER OF COMPLAINTS VS. TOTAL NUMBER OF PEOPLE WHO COMPLAINED

DATE		NUMBER OF COMPLAINTS	NUMBER OF PEOPLE COMPLAINING
MARCH 01-12, 1996		35	9

NOISE COMPLAINTS

MARCH 01-12, 1996

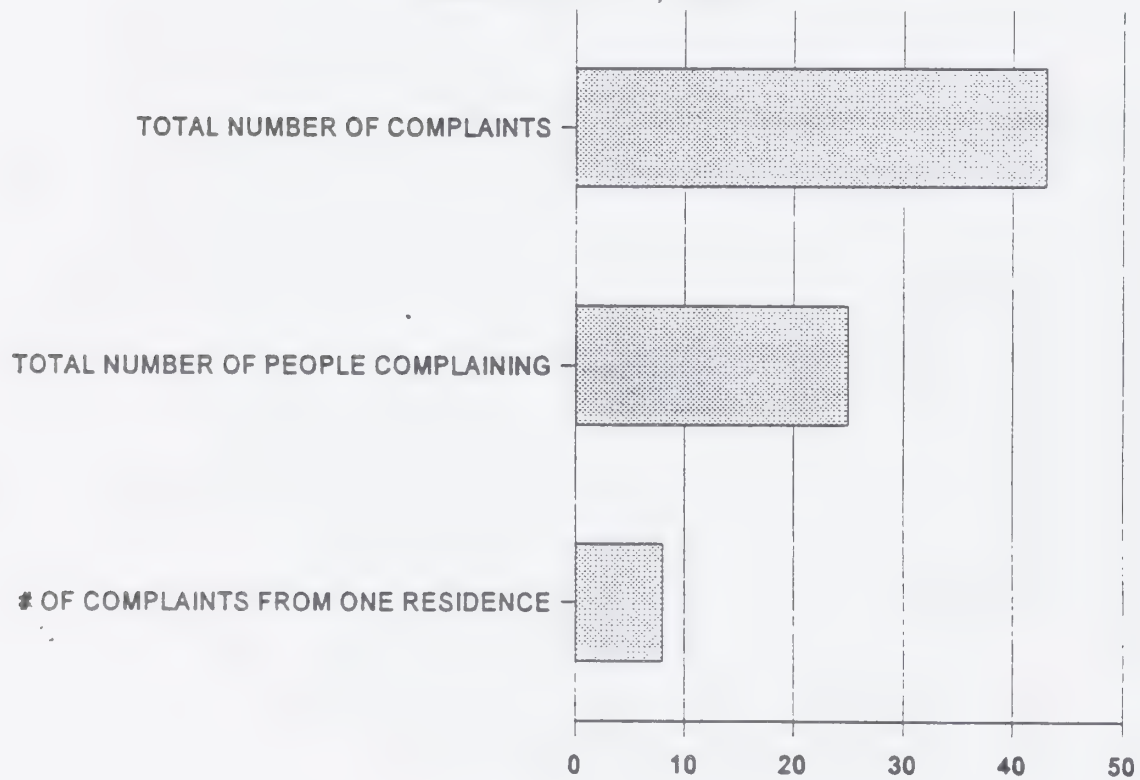


NUMBER OF COMPLAINTS VS. TOTAL NUMBER OF PEOPLE WHO COMPLAINED

DATE		NUMBER OF COMPLAINTS	NUMBER OF PEOPLE COMPLAINING
MARCH 1995		43	25

NOISE COMPLAINTS

MARCH 01-12, 1995



1/c)

MINUTES OF THE HAMILTON REGION AIRPORT MANAGEMENT BOARD

The Hamilton Region Airport Management Board met on Thursday, April 11, 1996 at 8:30 a.m. in the Airport Terminal Building, Hamilton Airport.

Present: Chairman (Mayor) G. Etherington
Vice Chairman K. Gregg
Councillors D. Ross, A. Sloat; J. Mongeon, W. Scarth

Absent with regrets: Regional Chairman T. Cooke - Regional Business
Councillor F. D'Amico - Vacation
Councillor D. Wilson - City Business
J. Monaco - Illness
G. Bryant, T. Cronmiller

Also present: Messrs. B. MacSween, J. D. Thoms, G. Weylie;
Mmes. J. Furlani, M. Thompson, C. Biggs

Thirty minutes after the appointed time of the meeting, no quorum was present. The secretary recorded the names of those members in attendance and the meeting stood adjourned.

Chairman

Secretary

CONSENT

AGENDA

MATERIAL

REGION OF HAMILTON-WENTWORTH
- RECOMMENDATION -

DATE: 1996 March 6

REPORT TO: Chairman and Members
Hamilton Region Airport Management Board

FROM: J. B. MacSween
A/Airport General Manager

SUBJECT: Renewal of Sublease No. 145512 - Morningstar Air Express Inc.
(AIR 96-010)

RECOMMENDATION:

- a) That the application of Morningstar Air Express Inc. to renew their current sublease consisting of 16 square metres of office space located in the terminal building referred to as room 1152, be approved subject to the following:
 - i) That the applicant enter into a Supplemental Agreement to Sublease No. 145512 with the Region, in a form satisfactory to the Commissioner of Legal Services and Transport Canada;
 - ii) That the agreement have a term of one year commencing on the 1st day of April 1996 until the 31st day of March 1997;
 - iii) That the rental rate be established as follows:
 - aa) 16 square metres of office space at \$120.00 per square metre per annum, resulting in a net rent of \$1920.00 per annum or \$160.00 per month, subject to any future Transport Canada rental increases;
 - bb) That in addition to the net rent there will be an annual Airport Administration/Maintenance Fee of 10% applied as well as a Goods and Services Tax of 7%, therefore resulting in an annual rent of \$2259.84 to be paid in monthly instalments of \$188.32 per month;
 - iv) That the monthly rent for office space be credited to Office and Shop Space Account No. 1-46007-343199, and that the monthly Administration/Maintenance Fee be credited to Account No. 1-45137-343199;

- v) That the applicant be required to provide the Region with the necessary Comprehensive and Liability Insurance in the amount of \$1,000,000., naming the Region and Transport Canada as named insureds;
- vi) That a thirty (30) day termination clause be included in Sublease for both parties;
- b) That the Regional Chairman and Regional Clerk be authorized and directed to execute the Supplemental Agreement on behalf of the Region in a form satisfactory to the Commissioner of Legal Services.


J. B. MacSween, Acting Airport General Manager

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

We have been advised by our Finance Department that Morningstar Air Express Inc. are in a current standing with the Region.

BACKGROUND:

The Airport Administration office is in receipt of a letter from Ms. Carrie Hodgins, requesting a one year renewal on their current sublease. This office is used to carry out applicable operational duties associated with their courier operation at Hamilton Airport.

/mt

- c.c. Mirella Thompson, Airport Lease/Invoice Co-ordinator
- c.c. Joseph Fudge, Assistant Corporate Counsel
- c.c. Brian McMullen, Supervisor, General Revenues
- c.c. Bob Zolaturiuk, Insurance Co-ordinator
- c.c. Diane Payne, Revenue Clerk - Accounts Receivable
- c.c. Mr. J. D. Thoms, Commissioner of Planning and Development

REGION OF HAMILTON-WENTWORTH
- RECOMMENDATION -

DATE: 18 March 1996

REPORT TO: Chairman and Members
Hamilton Region Airport Management Board


FROM: J. B. MacSween
Acting Airport General Manager

SUBJECT: Sublease Renewal - Hamilton Hertz (1983) Limited
(AIR 96-012)

RECOMMENDATION:

- a) That the request made by Hamilton Hertz (1983) Limited to renew their current sublease consisting of 3.25 square metres of counter space in the terminal building, and seven (7) car park spaces located east of the terminal building, be approved subject to the following:
- i) That the applicant enter into a Supplemental Agreement to Sublease No. 141625 with the Region, in a form satisfactory to the Commissioner of Legal Services and Transport Canada;
 - ii) That the agreement have a term of one year commencing on the 1st day of May 1996 until the 30th day of April 1997;
 - iii) That in accordance with Regional By-Law No. R95-078 passed and enacted on the 22nd day of August 1995, the rental rate for 3.25 square metres of counter space and seven (7) car park spaces be established as follows:
 - aa) 3.25 square metres of counter space at \$441.15 per square metre per annum, and seven (7) car park spaces at \$13.45 per car per month, resulting in a **net rent of \$2,563.54** per annum or \$213.63 per month, subject to any future Transport Canada rental increases and;
 - bb) That in addition to the net rent there will be an annual Airport Administration/Maintenance Fee of 10% applied as well as a Goods and Services Tax of 7%, therefore resulting in an annual rent of \$3,017.28 to be paid in monthly instalments of \$251.44 per month;
 - iv) That the monthly rent for counter space be credited to Office & Shop Space Account No. 1-46007-343199, and the related car park spaces be credited to Car Parking - Car Rental Account No. 1-45019-343199 and that the monthly Administration/Maintenance Fee be credited to Account No. 1-45137-343199;

- v) That the applicant be required to provide the Region with the necessary Comprehensive and Liability Insurance in the amount of \$1,000,000.00, naming the Region and Transport Canada as named insureds;
- vi) That a thirty (30) day termination clause be included in the sublease for both parties;
- b) That the Regional Chairman and Regional Clerk be authorized and directed to execute the Supplemental Agreement on behalf of the Region in a form satisfactory to the Commissioner of Legal Services.



J. B. MacSween, Acting Airport General Manager

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

We have been advised by our Finance Department that Hamilton Hertz (1983) Limited are in a current standing with the Region.

BACKGROUND:

The Airport Management office has been requested by Mr. Brian Voke of Hamilton Hertz (1983) Limited to renew their current sublease no. 141625 for an addition one year.

/mt

- c.c. Mr. J. D. Thoms, Commissioner of Planning and Development
- c.c. Mr. Joseph Fudge, Assistant Corporate Counsel
- c.c. Bob Zolaturiuk, Insurance Co-ordinator
- c.c. Ramzan Manek, Collections Officer
- c.c. Diane Payne, Revenue Clerk - Accounts Receivable

REGION OF HAMILTON-WENTWORTH
- RECOMMENDATION -

DATE: 1996 March 18

REPORT TO: Chairman and Members
Hamilton Region Airport Management Board

FROM: J. B. MacSween
Acting Airport General Manager

SUBJECT: Sublease of Office #1155 in the Terminal Building to Greyhound Lines of Canada Ltd. (AIR 96-014)

RECOMMENDATION:

- a) That the application by Greyhound Lines of Canada Ltd. to sublease office number 1155 consisting of 14.5 square metres and 10.6 square metres of ticket counter space, located in the terminal building, be approved subject to the following:
 - i) That the applicant enter into a Sublease Agreement with the Region, for a term of one (1) year commencing on the 1st day of May 1996 pending the outcome of the applicant's due diligence;
 - ii) That the rental rate be established as follows:
 - aa) 14.5 square metres of office space at \$263.75 per square metre per annum, and 10.6 square metres of ticket counter space at \$441.15 per square metre per annum, resulting in a net rent of \$8500.57 per annum or \$708.38 per month, subject to any future Transport Canada rental increases;
 - bb) That in addition to the net rent, there will be an annual Airport Administration/Maintenance Fee of 10% applied as well as a Goods and Services Tax of 7%, therefore resulting in an annual rent of \$10,005.17, to be paid in monthly instalments of \$833.76;
 - iii) That the monthly rent for office and ticket counter space be credited to Office and Shop Space Account No. 1-46007-343199, and that the monthly Administration/Maintenance Fee be credited to Account No. 1-45137-343199;

- iv) That the applicant be required to provide the Region with the necessary Comprehensive and Liability Insurance in the amount of \$1,000,000., naming the Region and Transport Canada as named insured;
- v) That a thirty (30) day termination clause be included in the Sublease for both parties;
- b) That the Regional Chairman and Regional Clerk be authorized and directed to execute this Agreement on behalf of the Region, in a form satisfactory to the Commissioner of Legal Services.



J. B. MacSween, Acting Airport General Manager

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The Airport Management Office has contacted Greyhound Lines of Canada requesting the necessary information required for our finance department to perform the necessary due diligence.

In order to ensure all necessary sublease approvals, a verbal report regarding the outcome of the due diligence, will be provided.

BACKGROUND:

The Airport Management office is in receipt of a letter from Mr. Harry Voth, General Manager Airport Services for Greyhound Lines of Canada Ltd., confirming passenger service out of Hamilton Airport commencing on May 15, 1996.

/mt

- c.c. Joseph Fudge, Assistant Corporate Counsel
- c.c. Bob Zolaturiuk, Insurance Co-ordinator
- c.c. Diane Payne, Revenue Clerk - Accounts Receivable
- c.c. Ramzan Manek, Collections Officer
- c.c. Mr. J. D. Thoms, Commissioner of Planning and Development

2.4(a)

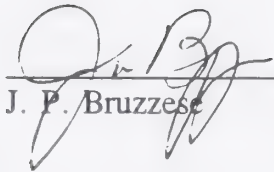
REGION OF HAMILTON-WENTWORTH
- INFORMATION -

DATE: April 25, 1996

REPORT TO: Chairman and Members
Hamilton-Wentworth Region Airport Management Board

FROM: James P. Bruzzese
Acting Treasurer and Commissioner of Finance

SUBJECT: AIRPORT ACCOUNTS RECEIVABLE OVER 90 DAYS
AS AT APRIL 25, 1996


J. P. Bruzzese

BACKGROUND:

Monthly, this report is submitted to the Management Board for their information. The attached appendix is a listing of the larger accounts receivable which are at least 90 days overdue as of April 25, 1996.

The total accounts receivable for the Airport is \$516,418.71 of which \$45,556.46 has been outstanding for more than 90 days. The accounts over \$100 are listed on Appendix "A" with comments as to the status of the account and action taken by the Region.

No new accounts have been added since the previous report of March 29, 1996. Accounts due over 90 days that have been paid and settled since the last report are not listed. In addition to the accounts on Appendix "A", there are 51 accounts under \$100 outstanding over 90 days with a credit balance of \$10,397.75.

APPENDIX "A"
REGIONAL MUNICIPALITY OF HAMILTON-WENTWORTH
DEPARTMENT OF FINANCE

Accounts Receivable Over 90 Days

Account: AIRPORT

Customer Number	Customer Name	Balance on	Balance on	Total	Comments
		March 29/96 Over 90 Days	April 25/96 Over 90 Days	Owed April 25/96	
		\$	\$	\$	
239	Air Charter Systems	896.70	896.70	896.70	Same corporation with two accounts. Landing
339	World Wide Air Charter	577.12	577.12	577.12	fees accounts. The company surrendered its licence and closed its operation . The Region accepted the 10% settlement offer of the total indebtedness. The date of release of funds earlier extended to April 30, 1996 has now been extended to October 15, 1996.
349	Skycraft Air	217.84	217.84	217.84	Landing fees account. Company has gone bankrupt as of June 1, 1994. Proof of Claim filed on June 23rd.
362	South West Air	6,108.71	6,108.71	6,224.97	Company has ceased operations as of Nov. 21/95. Awaiting more information as to the appointment of Receiver.
372	JETALL	6,417.71	6,448.94	25,003.71	A customer had filed for protection but one of the secured creditor forced Jetall into Bankruptcy as of March 22, 1996. Price Waterhouse is appointed the Receiver. Region has filed Proof of Claim on April 12, 1996.

Customer Number	Customer Name	Balance on March 29/96 Over 90 days	Balance on April 25/96 Over 90 days	Total Owed April 25/96	Comments
		\$	\$	\$	
1023	Air Laurentian	23,867.22	23,867.22	23,867.22	Rental/landing fees account. Region filed its Proof of Claim on Sept 12, 1995 with the trustee in bankruptcy. Trustees advises that the proposal was accepted by the majority of creditors. Awaiting further update from Trustee.
1041	Viscount Air	0	602.80	602.80	Landing fees account. Company has filed for bankruptcy as of March 25, 1996.
1209	PSA Airlines	834.92	851.82	895.97	Landing fees account. Invoice copy faxed to customer for payment.
1260	Advance Air	8,036.90	8,036.90	8,036.90	Landing fees account. Due to cash flow problems, customer has been unable to pay arrears. Letters sent to Credit Bureau's Letter Service. Memo now received from the customer that they are no longer in business. Trustees not appointed yet.
808	American Airlines	2,643.07	2,670.90	2,670.90	Landing fees account. Collection being pursued.
866	Sky Service, FBO	247.27	247.27	2,713.29	Landing fees account. Collection being pursued.
50	Avion Film	732.19	732.19	743.32	Filming at Hamilton Airport. Collection being pursued.

Customer Number	Customer Name	Balance on March 29/96 Over 90 Days	Balance on April 25/96 Over 90 Days	Total Owed April 25/96	Comments
		\$	\$	\$	
807	CanAir Cargo	4,348.20	4,524.03	37,362.02	Landing fees/rental account. A payment of \$17,331.34 on April 4, 1996 and \$17,285.90 on April 26, 1996 was received, reducing the balance of \$37,362.02 to \$20,076.12 owing now.
1231	101456 Ont. Inc.	206.28	211.28	336.22	Landing fees account. Collection being pursued.
Sub Total		\$ 55,134.13	\$ 55,993.72	\$ 110,148.98	
Accounts Under 90 Days		N/A	N/A	406,269.73	
Accounts Under \$100		(9,717.49)	(10,397.75)	N/A	
		\$ 45,416.64	\$ 45,595.97	\$516,418.71	

2.4(6)

REGION OF HAMILTON-WENTWORTH
- INFORMATION -

DATE: 1996 April 17

REPORT TO: Chairman and Members
Hamilton Region Airport Management Board

FROM: Barry MacSween
Acting Airport General Manager

SUBJECT: 1995 Airport Financial Statements (AIR96-016)



J.B. MacSween, Acting Airport General Manager

BACKGROUND:

Enclosed for your information are the December 31, 1995 Airport Financial Statements. These statements have been audited by Ernst & Young. Our Corporate Reporting Section of our Finance Department have advised that two changes were made from the unaudited statements: page B7 Runway extension to Runway extension Plan; and Note 5 on page B5, the words "on going" were added.

Any questions pertaining to these statements should be directed to our Corporate Report Section, Mr. Brian McMullen or Ms. Cathy Graziotto at 546-4460.

Enclosure

cc: J. Thoms, Commissioner, Planning & Development
J. Furlani, Airport Financial Analyst

**The Corporation of the Regional Municipality of
Hamilton-Wentworth
Hamilton Region Airport Management Board**

**Financial Statements
December 31, 1995**

Financial Statements December 31, 1995

INDEX

AUDITORS' REPORT	B1
BALANCE SHEET	B2
STATEMENT OF COMBINED FUND OPERATIONS	B3
NOTES TO THE FINANCIAL STATEMENTS	B4 - B5
SUPPORTING SCHEDULES TO THE FINANCIAL STATEMENTS	
SCHEDULE OF CURRENT FUND OPERATIONS	B6
SCHEDULE OF CAPITAL FUND OPERATIONS	B7

AUDITORS' REPORT

To the Members of the
Hamilton Region Airport Management Board,
Members of Council,
Inhabitants and Ratepayers of
**The Corporation of the Regional Municipality
of Hamilton-Wentworth**

We have audited the balance sheet of the **Hamilton Region Airport Management Board of The Corporation of the Regional Municipality of Hamilton-Wentworth** as at December 31, 1995 and the statement of combined fund operations for the year then ended. These financial statements are the responsibility of the Airport's management. Our responsibility is to express an opinion on these financial statements based on our audit.

We conducted our audit in accordance with generally accepted auditing standards. Those standards require that we plan and perform an audit to obtain reasonable assurance whether the financial statements are free of material misstatement. An audit includes examining, on a test basis, evidence supporting the amounts and disclosures in the financial statements. An audit also includes assessing the accounting principles used and significant estimates made by management, as well as evaluating the overall financial statement presentation.

In our opinion, these financial statements present fairly, in all material respects, the financial position of the **Hamilton Region Airport Management Board of The Corporation of the Regional Municipality of Hamilton-Wentworth** as at December 31, 1995 and the results of its operations for the year then ended in accordance with the accounting policies disclosed in note 1 to the financial statements.

Hamilton, Canada,
March 1, 1996.


Chartered Accountants

Balance Sheet

AS AT DECEMBER 31

	1995 \$	1994 \$
ASSETS		
Accounts receivable	330,907	360,739
Inventory	8,924	15,498
Prepaid expenses	1,772	931
TOTAL ASSETS	341,603	377,168
LIABILITIES		
Accounts payable and accrued liabilities	328,091	167,909
Due to The Regional Municipality of Hamilton-Wentworth	133,126	343,901
Due to the Government of Canada	63,020	11,596
	524,237	523,406
FUND BALANCES		
Unfinanced capital outlay (note 4)	(182,634)	(146,238)
TOTAL LIABILITIES AND FUND BALANCES	341,603	377,168

The accompanying notes are an integral part of these financial statements.

Statement of Combined Fund Operations

YEAR ENDED DECEMBER 31

	Current Fund \$	Capital Fund \$	1995 Combined Total \$	1994 Combined Total \$
REVENUE				
User charges				
Aircraft and landing fees	1,335,417	-	1,335,417	1,065,180
Rental and concession fees	168,369	-	168,369	181,014
Administrative and maintenance fees	135,274	-	135,274	113,952
Proposal fees	65,000	-	65,000	-
Grants				
Government of Canada	462,576	-	462,576	642,112
Province of Ontario	9,091	-	9,091	64,909
Other				
Net contribution from the Region	212,977	-	212,977	89,808
Investment income	5,415	-	5,415	4,580
	2,394,119	-	2,394,119	2,161,555
EXPENDITURE				
Personnel costs	959,218	-	959,218	930,133
Utilities, materials and supplies	433,461	-	433,461	409,469
Professional and special services	478,183	-	478,183	410,407
Administrative expenses	302,798	-	302,798	156,920
Building and equipment repairs	57,240	-	57,240	132,726
Promotion	26,692	-	26,692	22,306
Transportation and communication	81,510	-	81,510	33,439
Rentals	51,973	-	51,973	63,588
Publications	3,044	-	3,044	2,567
Runway extension plan	-	36,396	36,396	25,140
	2,394,119	36,396	2,430,515	2,186,695
CHANGE IN FUND BALANCES	-	(36,396)	(36,396)	(25,140)
FUND BALANCES AT THE BEGINNING OF THE YEAR	-	(146,238)	(146,238)	(121,098)
FUND BALANCES AT THE END OF THE YEAR	-	(182,634)	(182,634)	(146,238)

The accompanying notes are an integral part of these financial statements.

Notes to the Financial Statements

DECEMBER 31, 1995

The Hamilton Region Airport Management Board is a local board of The Corporation of the Regional Municipality of Hamilton-Wentworth (the "Region"). The Region provides the Board with accounting, banking and investment management services.

1. ACCOUNTING POLICIES

The Financial Statements of the Hamilton Region Airport Management Board are the representation of management prepared in accordance with the accounting policies prescribed for Ontario municipalities by the Ministry of Municipal Affairs.

(a) BASIS OF PRESENTATION

The Financial Statements reflect the assets, liabilities, sources of financing and expenditure of the Current and Capital Funds. All interfund assets and liabilities and interfund revenue and expenditure have been eliminated in the financial statements.

(b) BASIS OF ACCOUNTING

(i) Revenue and Expenditure Recognition

The accrual basis of accounting recognizes revenue as it is earned and measurable; expenditure is recognized when incurred and measurable as a result of receipt of goods or services and the creation of a legal obligation to pay.

The accrual basis of accounting is used to record all revenue and expenditure with the exception of certain employee related costs (Note 1 (b) (ii)).

(ii) Employee Related Costs

Employee related costs for vested sick leave benefits, Workers' Compensation obligations, pension plan and other retiree benefits are charged to operations in the periods in which they are paid.

(iii) Accounts Receivable

Accounts Receivable are recorded net of an allowance for doubtful accounts.

(iv) Inventory

Materials and supplies are valued at the lower of cost and net realizable value.

(v) Fixed Assets

The historical cost and accumulated depreciation for fixed assets are not recorded for municipal purposes. Fixed assets are reported in the year of acquisition as an expenditure on the Statement of Combined Fund Operations.

Notes to the Financial Statements

DECEMBER 31, 1995

2. PENSION PLAN

The Hamilton Region Airport Management Board makes contributions to the Ontario Municipal Employees Retirement System (OMERS), which is a multi-employer plan, on behalf of 19 members of its staff. The plan is a defined benefit plan which specifies the amount of the retirement benefit to be received by the employees based on the length of credited service and average earnings.

Based on the most recent report from an independent actuary, the current member and employer contribution rates are sufficient to fund future benefits. No liability exists relating to past service.

The Hamilton Region Airport Management Board's share of contributions to OMERS for 1995 was \$50,000 (1994 - \$45,000) for current service and is included as an expenditure on the Statement of Combined Fund Operations.

3. LIABILITY FOR VESTED SICK LEAVE BENEFITS

Under the sick leave benefit plan, unused sick leave can accumulate and certain employees may become entitled to a cash payment when they leave the Board's employment.

The liability for these accumulated days, to the extent that they have vested and could be taken in cash by an employee on termination, amounted to \$17,115 (1994 - \$16,000) at the end of the year. No amount has been provided for this past service liability. Any payments related to this past service liability will be recorded as an expenditure in the year paid and funded by the Region.

4. UNFINANCED CAPITAL OUTLAY

The Unfinanced Capital Outlay of \$182,634 (1994 - \$146,238) will be financed from future transfers from the Current Fund.

5. SUBSEQUENT EVENT

Transportation Canada has indicated that it will reduce transfer payments to the Hamilton Region Airport Management Board by 20% per year, for each of the next 5 years, beginning April 1, 1995.

On January 6th, 1996 Regional Council approved the selection of TradePort International Corporation as the successful proponent in the Airport Privatization Project and the negotiations with TradePort International concerning the management and operation of the Hamilton Airport are ongoing.

Schedule of Current Fund Operations

YEAR ENDED DECEMBER 31

	Privatization Plan	Transportation Canada	Management Board	1995 Total \$	1994 Total \$
REVENUE					
User charges					
Aircraft and landing fees	-	1,334,636	781	1,335,417	1,065,180
Rental and concession fees	-	168,169	200	168,369	181,014
Administrative and maintenance fees	-	97,274	38,000	135,274	113,952
Proposal Fees	65,000	-	-	65,000	-
Grants					
Government of Canada	-	462,576	-	462,576	642,112
Province of Ontario	-	-	9,091	9,091	64,909
Other					
Net contribution from the Region	147,296	-	65,681	212,977	89,808
Investment income	-	5,415	-	5,415	4,580
	212,296	2,068,070	113,753	2,394,119	2,161,555
EXPENDITURE					
Personnel costs	78,424	880,794	-	959,218	930,133
Utilities, materials and supplies	-	433,461	-	433,461	409,469
Professional and special services	105,177	337,484	35,522	478,183	410,407
Administrative expenses	9,845	222,564	70,389	302,798	156,920
Building and equipment repairs	-	57,240	-	57,240	132,726
Promotion	18,850	-	7,842	26,692	22,306
Transportation and communication	-	81,510	-	81,510	33,439
Rentals	-	51,973	-	51,973	63,588
Publications	-	3,044	-	3,044	2,567
	212,296	2,068,070	113,753	2,394,119	2,161,555
NET REVENUE	-	-	-	-	-
INTERFUND TRANSFERS					
Current Fund to Capital Fund	-	-	-	-	-
CHANGE IN CURRENT FUND, AND, FUND BALANCE AT THE END OF THE YEAR	-	-	-	-	-

The accompanying notes are an integral part of these financial schedules.

Schedule of Capital Fund Operations

YEAR ENDED DECEMBER 31

	1995 \$	1994 \$
EXPENDITURE		
Runway extension plan	36,396	25,140
	36,396	25,140
INTERFUND TRANSFERS		
Current Fund to Capital Fund	-	-
CHANGE IN CAPITAL FUND	(36,396)	(25,140)
UNFINANCED CAPITAL OUTLAY AT THE BEGINNING OF THE YEAR	(146,238)	(121,098)
UNFINANCED CAPITAL OUTLAY AT THE END OF THE YEAR	(182,634)	(146,238)

The accompanying notes are an integral part of these financial schedules.

2.4(c)

REGION OF HAMILTON-WENTWORTH
- INFORMATION -

DATE: 1996 April 16

REPORT TO: Chairman and Members
Hamilton Region Airport Management Board

FROM: J. B. MacSween
Acting Airport General Manager

SUBJECT: Sublease of Office No. 1155 in the Terminal Building to Greyhound Lines of Canada Ltd. (AIR 96-014a)



J. B. MacSween, Acting Airport General Manager

BACKGROUND:

As a follow-up to Report AIR 96-014 regarding the sublease of office space to Greyhound Lines of Canada Ltd., the "due diligence" performed by our Finance Department on Greyhound Lines of Canada indicates that there appears to be no significant credit concerns.

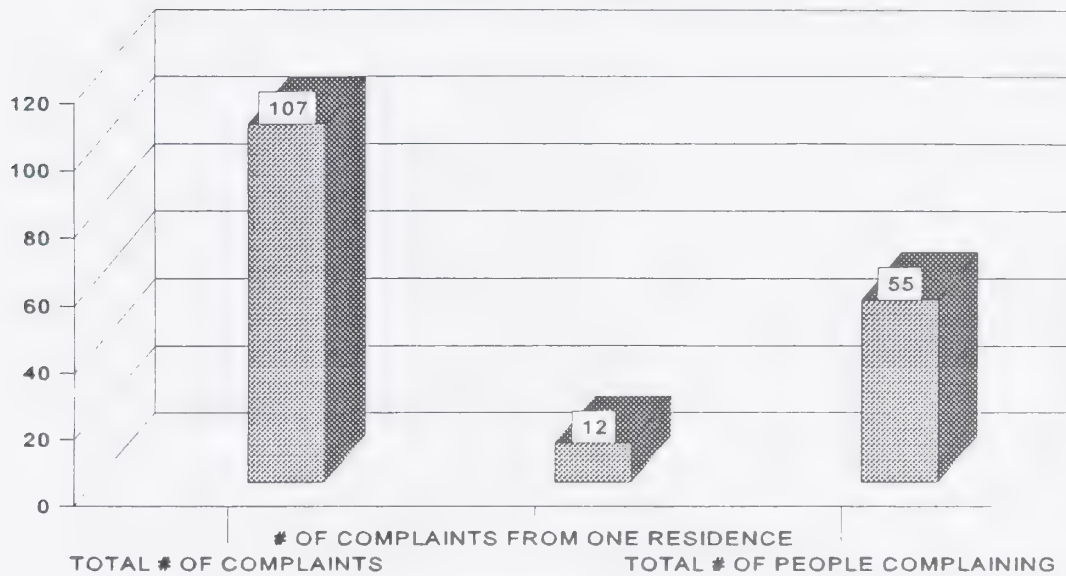
/mt

c.c. Mirella Thompson, Airport Lease/Invoice Co-ordinator

2.4(d)

NOISE COMPLAINTS

MARCH 1995



NOISE COMPLAINTS

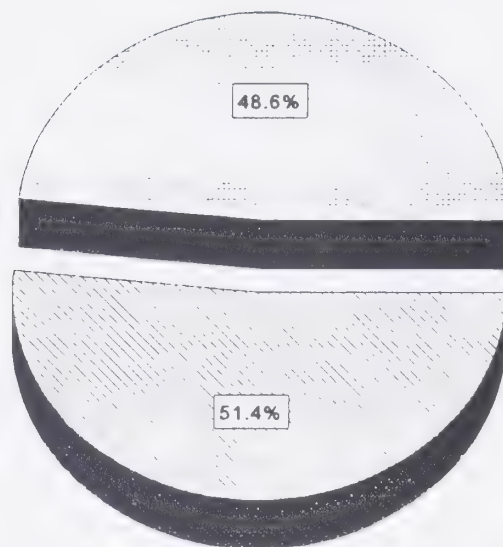
MARCH 1996



AIRCRAFT DEPARTURES MARCH 1996

AIRCRAFT TYPE B737, B727, DC9

 RWY 12L (138 DEP)
 RWY 30R (146 DEP)





THE REGIONAL MUNICIPALITY
OF HAMILTON - WENTWORTH

2.4(e)

Office of the Chairman

April 19, 1996

Shirley Schellenberg
766 Sulphur Springs Road
Dundas, Ontario
L9H 5E3

Dear Shirley Schellenberg:

Re: **Request for Action concerning Night Flights
to and from the Hamilton Airport**

I wish to acknowledge receipt of your letter dated April 17th regarding the above matter.

I have forwarded your letter to our Airport Management Board, under whose jurisdiction this matters falls, for their information and consideration of your request.

I'm sure you will hear from the committee in the near future.

Thank you for writing and for your interest in Hamilton-Wentworth.

Yours very truly,

Terry Cooke
Regional Chairman

✓ cc - Airport Management Board
Encl.

Mr. Terry Cooke, Chair
Regional Municipality of Hamilton-Wentworth
119 King Street West
15th Floor
Hamilton, Ontario
L8N 3V9

April 17, 1996

Dear Mr. Cooke,

RE: Request for Action concerning Night Flights to and from the
Hamilton Airport.

I live at 766 Sulphur Springs Road. This property is surrounded by
Conservation Authority lands and has historically been very quiet at night.

Since late 1994 when the Hamilton Airport started to allow a greatly
increased number of night flights in and out of the airport, there is now a
night-time noise disturbance occurring regularly at our house where the
noise level goes from being very quiet to very loud as planes fly in and
out of the airport. This large change in noise level is enough to wake up
people sleeping in the house.

The change in flight patterns which occurred at the end of February 1996,
has decreased the number of disturbances, however, planes still disturb our
sleep on a regular basis.

I find these night time disturbances to be absolutely unacceptable.
Certainly our household is not the only one disturbed by the nightly noise.

I believe the only way to resolve this nightly noise problem, is to end the
night flights by establishing hours of operation at the airport that do not
allow flights to depart or land at night or in the early morning.

I am writing 1) to make you are aware that I find that the night flights
cause an unacceptable disturbance, and 2) to ask you to please do
everything within your power to end night flights at the airport.

Could you please keep me informed on your actions concerning this
letter. Thank you very much for your assistance.

Yours sincerely,

Shirley Schellenberg

Shirley Schellenberg
766 Sulphur Springs Road
DUNDAS, Ontario
L9H 5E3
648-1296

24(f)

The Management of Mount Hope Airport.

I apologize for taking so long to write to you. I do want you to know how much I appreciated the treatment I received from your staff when I made visit to Florida recently. I arrived at the Air Port about five A.M. January 3.

As you may remember, the first blizzard of the year. Due to circumstances we were unable to leave till after 2 p.m.

The staff were most kind and courteous. When I returned March 2nd, I found the same thoughtful concern.

I am legally blind and would have found it impossible to trip a real hardship without their help. I arrived in Sarasota at 12.15 A.M. Your staff was by far the most considerate.

I do hope Mount Hope will continue and flourish.

Sincerely.

Isabel Baldwin

HAMILTON AIRPORT		
File No.		
DATE	INT.	REF. TO
12 APRIL 96		
APGM	✓	
ERS	✓	
FIN/ADMIN		
LEASE/ADMIN		
MARKETING		
MTCE		
OPS MGR		
SECURITY	✓	

USAIA ✓

AMB

URBAN/MUNICIPAL
CA3 ON HW 465
H18
1996

URBAN MUNICIPAL

JUL 8 1996

GOVERNMENT DOCUMENTS

HAMILTON REGION AIRPORT MANAGEMENT BOARD

A G E N D A

DATE: Thursday, July 11, 1996
TIME: 8:30 o'clock a.m.
PLACE: Hamilton Airport Terminal Building

1. GENERAL

- a) Declaration of Interest re: Municipal Conflict of Interest Act
- b) Minutes of the May 9, 1996 meeting of the Hamilton Region Airport Management Board

2. CONSENT AGENDA

2.1 Sublease of Office No. 1155 in the Terminal Building to Kelowna Flightcraft Air Charter Ltd. (AIR 96-020)

That Item 2.3 of the Hamilton Region Airport Management Board minutes of May 9, 1996, respecting the Sublease of Office No. 1155 in the Air Terminal Building to Greyhound Lines of Canada Ltd., be amended as follows:

- a) That Greyhound Lines of Canada Ltd. be deleted and replaced with Kelowna Flightcraft Air Charter Ltd.;
- b) That the May 1, 1996 commencement of the term in Subsection (a)(i) be deleted and replaced with July 1, 1996.

2.2 For the Information of the Board:

That the following items be received:

- a) Hamilton Airport - Budget Exception Report - January to April 30, 1996 (AIR 96-017)
- b) Aircraft Noise Monitoring Equipment - Hamilton Airport (AIR 96-018)
- c) Airport Accounts Receivable Over 90 Days as at June 26, 1996
- d) Meeting with Mr. Wilf Ruland (AIR 96-019)
- e) **Minutes** of the June 13, 1996 meeting of the Hamilton Airport Noise Management Advisory Committee
- f) Noise Complaint Comparison - May, 1995 to May, 1996

3. DISCUSSION AGENDA

3.1 Discussion of Consent Items

4. ADJOURNMENT

1(6)

MINUTES OF THE HAMILTON REGION AIRPORT MANAGEMENT BOARD

The Hamilton Region Airport Management Board met on Thursday, May 9, 1996 at 8:30 a.m. in the Airport Terminal Building, Hamilton Airport.

Present: Chairman (Mayor) G. Etherington
Vice Chairman K. Gregg
Regional Chairman T. Cooke, Councillors F. D'Amico, D. Ross,
A. Sloat, D. Wilson; G. Bryant, J. Mongeon, W. Scarth

Absent with regrets: T. Cronmiller, J. Monaco - Another Commitment

Also present: Messrs. B. MacSween, J. D. Thoms, G. Weylie;
Mmes. J. Furlani, M. Thompson, C. Biggs

1. GENERAL

- a) **Declaration of Interest** re: Municipal Conflict of Interest Act: None
- b) **Minutes** of the March 14, 1996 meeting of the Hamilton Region Airport Management Board

(Wilson/Ross)

Be received and adopted as presented.

CARRIED.

- c) **Minutes** of the April 11, 1996 meeting of the Hamilton Region Airport Management Board

(Wilson/Ross)

Be received and adopted as presented.

CARRIED.

2. CONSENT AGENDA

(Wilson/Ross)

2.1 **Renewal of Sublease No. 145512 - Morningstar Air Express Inc. (AIR 96-010)**

- a) That the application of Morningstar Air Express Inc. to renew their current sublease consisting of 16 square metres of office space located in the terminal building referred to as Room 1152, be approved, subject to the following:
 - i) That the applicant enter into a Supplemental Agreement to Sublease No. 145512 with the Region, in a form satisfactory to the Commissioner of Legal Services and Transport Canada;

- ii) That the agreement have a term of one year, commencing on April 1, 1996 until March 31, 1997;
- iii) That the rental rate for 16 square metres of office space be established as follows:
 - aa) 16 square metres of office space at \$120 per square metre per annum, resulting in a net rent of \$1,920 per annum, or \$160 per month, subject to any Transport Canada rental increases;
 - bb) That in addition to the net rent, there will be an annual Airport Administration/Maintenance Fee of 10% applied, as well as a Goods and Services Tax of 7%, therefore resulting in an annual rent of \$2,259.84 to be paid in monthly instalments of \$188.32 per month;
- iv) That the monthly rent for office space be credited to Office and Shop Space Account No. 1-46007-343199, and the monthly Administration/Maintenance Fee credited to Account No. 1-45137-343199;
- v) That the applicant be required to provide the Region with the necessary Comprehensive and Liability Insurance in the amount of \$1,000,000, naming the Region and Transport Canada as named insureds;
- vi) That a thirty (30) day termination clause be included in Sublease for both parties;
- b) That the Regional Chairman and Regional Clerk be authorized and directed to execute the Supplemental Agreement on behalf of the Region, in a form satisfactory to the Commissioner of Legal Services.

2.2 Sublease Renewal - Hamilton Hertz (1983) Limited (AIR 96-012)

- a) That the request made by Hamilton Hertz (1983) Limited to renew their current sublease consisting of 3.25 square metres of counter space in the Terminal Building, and seven (7) car park spaces located east of the Terminal Building, be approved, subject to the following:
 - i) That the applicant enter into a Supplemental Agreement to Sublease No. 141625 with the Region, in a form satisfactory to the Commissioner of Legal Services and Transport Canada;

- ii) That the agreement have a term of one (1) year, commencing on May 1, 1996 until April 30, 1997;
- iii) That in accordance with Regional By-law No. 95-078 passed and enacted on August 22, 1995, the rental rate for 3.25 square metres of counter space and seven (7) car park spaces be established as follows:
 - aa) 3.25 square metres of counter space at \$441.15 per square metre per annum, and seven (7) car park spaces at \$13.45 per car per month, resulting in a net rent of \$2,563.54 per annum or \$213.63 per month, subject to any future Transport Canada rental increases;
 - bb) That in addition to the net rent, there will be an annual Airport Administration/Maintenance Fee of 10% applied, as well as a Goods and Services Tax of 7%, therefore resulting in an annual rent of \$3,017.28, to be paid in monthly instalments of \$251.44 per month;
- iv) That the monthly rent for counter space be credited to Office and Shop Account No. 1-46007-343199, and the related car park spaces credited to Car Parking - Car Rental Account No. 1-45019-343199 and the monthly Administration/Maintenance Fee credited to Account No. 1-45137-343199;
- v) That the applicant be required to provide the Region with the necessary Comprehensive and Liability Insurance in the amount of \$1,000,000, naming the Region and Transport Canada as named insureds;
- vi) That a thirty (30) day termination clause be included in Sublease for both parties;
- b) That the Regional Chairman and Regional Clerk be authorized and directed to execute the Supplemental Agreement on behalf of the Region, in a form satisfactory to the Commissioner of Legal Services.

2.3 Sublease of Office No. 1155 in the Terminal Building to Greyhound Lines of Canada Ltd. (AIR 96-014)

- a) That the application by Greyhound Lines of Canada Ltd. to sublease office Number 1155, consisting of 14.5 square metres and 10.6 square metres of ticket counter space, located in the Terminal Building, be approved, subject to the following:

- i) That the applicant enter into a Supplemental Agreement with the Region, in a form satisfactory to the Commissioner of Legal Services, for a term of one (1) year commencing on May 1, 1996, pending the outcome of the applicant's due diligence;
- ii) That the rental rate be established as follows:
 - aa) 14.5 square metres of office space at \$263.75 per square metre per annum, and 10.6 square metres of ticket counter space at \$441.15 per square metre per annum;, resulting in a net rent of \$8,500.57 per annum or \$708.38 per month, subject to any future Transport Canada rental increases;
 - bb) That in addition to the net rent, there will be an annual Airport Administration/Maintenance Fee of 10% applied, as well as a Goods and Services Tax of 7%, therefore resulting in an annual rent of \$10,005.17, to be paid in monthly instalments of \$833.76;
- iii) That the monthly rent for office and ticket counter space be credited to Office and Shop Space Account No. 1-46007-343199, and the monthly Administration/Maintenance Fee credited to Account No. 1-45137-343199;
- iv) That the applicant be required to provide the Region with the necessary Comprehensive and Liability Insurance in the amount of \$1,000,000, naming the Region and Transport Canada as named insureds;
- vi) That a thirty (30) day termination clause be included in Sublease for both parties;
- b) That the Regional Chairman and Regional Clerk be authorized and directed to execute the Supplemental Agreement on behalf of the Region, in a form satisfactory to the Commissioner of Legal Services.

2.4 For the Information of the Board:

That the following items be received:

- a) Airport Accounts Receivable Over 90 Days as at April 25, 1996
- b) 1995 Airport Financial Statements (AIR 96-016)

- c) Sublease of Office No. 1155 in the Terminal Building to Greyhound Lines of Canada Ltd. (AIR 96-014(a))
- d) Noise Complaints as at March, 1995
- e) **Correspondence** from Shirley Schellenberg expressing concern of night flights to and from Hamilton Airport
- f) **Letter of thanks** from Isabel Baldwin respecting treatment received by staff of Hamilton Airport **CARRIED.**

NEW BUSINESS #1

Introduction of Mr. Geoff R. Hutchison

Chairman Etherington introduced Mr. Geoff R. Hutchison, Managing Director of Hamilton International Airport, TradePort International Corporation, to the Board. Mr. Hutchison offered a brief history of his previous experiences and his vision and future plans for Hamilton Airport, including community involvement in noise monitoring.

3. DISCUSSION AGENDA

3.1 Noise Abatement Procedures

(Bryant/Mongeon)

That the verbal report of the Acting Airport General Manager respecting Noise Abatement Procedures, be received. **CARRIED.**

Note: A comparison table indicating the noise complaints for April, 1995 and April, 1996 was distributed and is attached to these Minutes.

3.2 Discussion of Consent Items

N/A.

NEW BUSINESS #2

Request of Mr. Wilf Ruland to appear before the Board

(Mongeon/Bryant)

- a) That the request of Mr. Wilf Ruland to appear before the Hamilton Region Airport Management Board, be received;

- b) That an invitation be extended to Mr. Ruland to meet with the Chairman of the Airport Management Board and the Acting Airport General Manager in an attempt to resolve the concerns expressed in his correspondence, and report back to the Board, at which time the Board may decide to entertain Mr. Ruland's request. **CARRIED.**

NEW BUSINESS #3

Update on Noise Monitoring Equipment

(Cooke/Sloat)

- a) That the Acting Airport General Manager proceed with the necessary steps to initiate the installation of the noise monitoring equipment, within the amount approved in the budget and in the absence of Transport Canada funding;
- b) That the Acting Airport General Manager bring a report back to the Board outlining other possible sources of funding for the remaining portion of the noise monitoring equipment, including the possibility of a partnership with TradePort. **CARRIED.**

NEW BUSINESS #4

Update on Airport Privatization

Mr. J. D. Thoms, Commissioner of Regional Environment Department, indicated that "term sheets" outlining the agreement with the Region and TradePort with respect to the airport privatization will be distributed to all members of Council in the near future, and considered by Council at its meeting on May 21, 1996.

Note: It is now anticipated that the report respecting the agreement will be presented to Regional Council on June 4, 1996.

NEW BUSINESS #5

Election of Chairman and Vice Chairman of the Airport Management Board

(Sloat/Mongeon)

That in view of the current privatization negotiations, the status quo remain. **CARRIED.**

**Hamilton Region Airport
Management Board**

Minutes

May 9, 1996

On motion (Sloat/Bryant) the Board adjourned at 9:35 a.m.

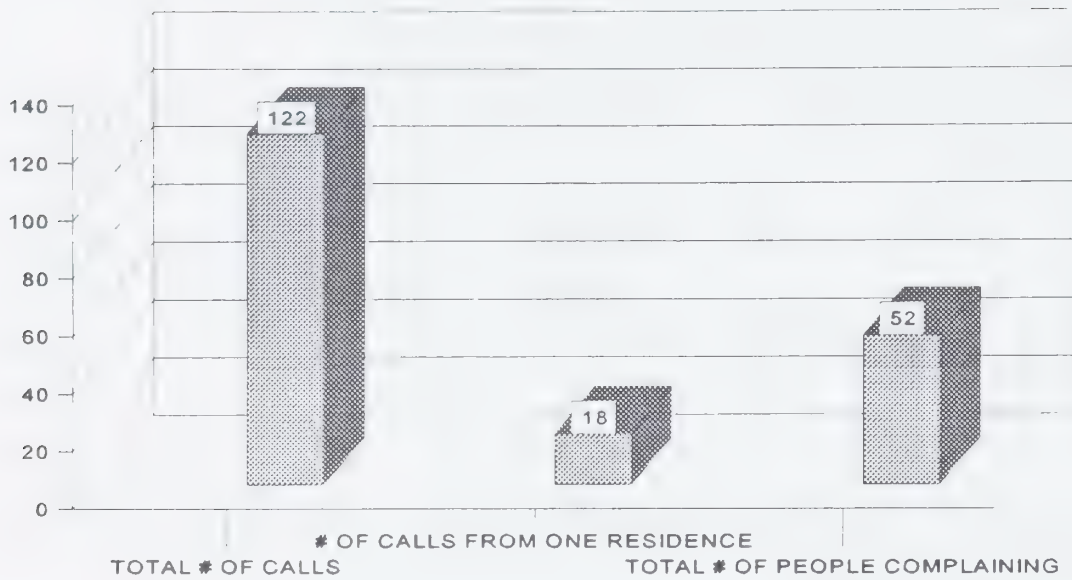
CARRIED.

Chairman

Secretary

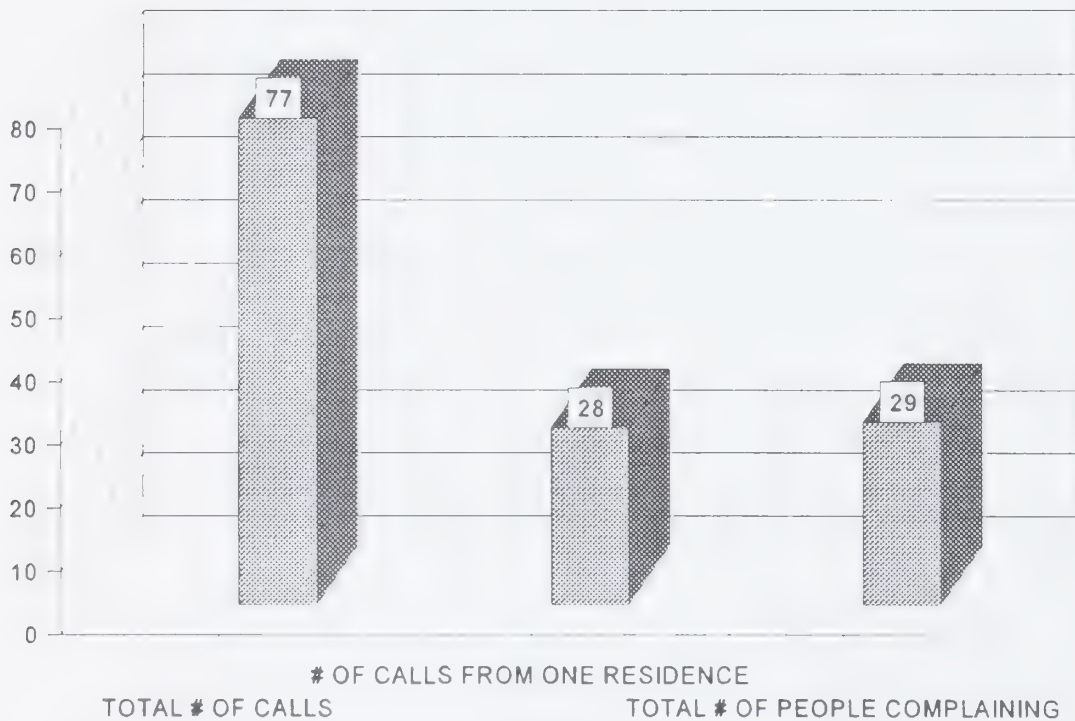
NOISE COMPLAINTS

APRIL 1995



NOISE COMPLAINTS

APRIL 1996



CONSENT

AGENDA

MATERIAL

REGION OF HAMILTON-WENTWORTH
- RECOMMENDATION -

DATE: 1996 June 21

REPORT TO: Chairman and Members
Hamilton Region Airport Management Board

FROM: J. B. MacSween
Acting Airport General Manager

SUBJECT: Sublease of Office #1155 in the terminal building to Kelowna Flightcraft Air Charter Ltd. (AIR 96-020)

RECOMMENDATION:

That Item 2.3 of the Hamilton Region Airport Management Board minutes of May 9, 1996 respecting the sublease of Office No. 1155 in the air terminal building to Greyhound Lines of Canada Ltd., be amended as follows:

- a) That Greyhound Lines of Canada Ltd. be deleted and replaced with Kelowna Flightcraft Air Charter Ltd.;
- b) That the May 1st, 1996 commencement of the term in subsection a) i) be deleted and replaced with July 1, 1996.


J. B. MacSween, Acting Airport General Manager

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

In order to comply with the recent government ruling, Greyhound was advised that all leases and agreements pertaining to landing fees, terminal user charges, passenger screening contracts and office space leases must be in the name of Kelowna Flightcraft Air Charter Ltd.

BACKGROUND:

The Airport Management Office is in receipt of a letter from Greyhound Canada Transportation Corp. advising of the various changes.

/mt

- c.c. Mr. J. D. Thoms, Commissioner of Planning and Development
- c.c. Joseph Fudge, Assistant Corporate Counsel
- c.c. Bob Zolaturiuk, Insurance Co-ordinator
- c.c. Diane Payne, Revenue Clerk - Accounts Receivable

REGION OF HAMILTON-WENTWORTH
- INFORMATION -

DATE: 1996 May 14
130-012

REPORT TO: Chairman and Members
Hamilton Region Airport Management Board

FROM: Barry MacSween
Acting Airport General Manager

SUBJECT: Hamilton Airport - Budget Exception Report
January to April 30, 1996 (AIR 96-017)


J.B. MacSween, Acting Airport General Manager

BACKGROUND:

The Hamilton Airport Budget Exception Report for the period ending April 30, 1996 is being forwarded to this Board pursuant to Regional Finance Policy.

Regional Council at its meeting of April 16, 1996 approved both the Hamilton Airport Regional and Hamilton Airport Preliminary Operation and Maintenance (Transport Canada) Budgets.

The 1996 Hamilton Airport Preliminary Operation and Maintenance Budget (Transport Canada) was submitted to Transport Canada for approval in October 1995. Following budget deliberations with Transport Canada, they advised that the subsidy level for 1996 is approved at \$411,200, comprised of Operation & Maintenance (O&M) expenditures of \$2,270,400 and revenues of \$1,859,200. These figures are based on our original budget submission to Transport Canada. No adjustments were made. By using the current figures approved by Regional Council, the Transport Canada Budget does not have any variances at the present time.

The above figures do not include the Airport Regional Budget which is a total of \$109,680, with a net cost of \$66,680, when revenues are taken into account.

The expenditures and revenues for January to April, 1996 for the Airport Regional Budget have been reviewed. The following are the variances:

(F - Favourable, U - Unfavourable)

	<u>Budget</u>	1996 <u>Variance</u>
EXPENDITURES		
54802-344101 - Renovation Expense	0	(136,000)
Revenue Canada Customs & Excise expansion of accommodations		
REVENUES		
44365-344101 - Recovery - Miscellaneous	0	136,700
Funding recovered from Revenue Canada for expansion costs		-----
TOTAL VARIANCE		0

Regional Council at its meeting of April 2, 1996 approved Economic Development and Planning Committee Report 6-96, Item 9, re: Accommodations - Customs Border Services at Hamilton Airport. This report indicated that this renovation project be 100% funded (\$136,700) by Revenue Canada Customs and Excise and that expenditures not exceed \$136,700.

You will note on the Summary of Variances of the Airport Regional Budget that the forecasted favourable variance will be \$ 0. by year-end.

cc: J.D. Thoms, Commissioner, Planning & Development Department
J. DiBattista, Finance Department

BUDGET EXCEPTION REPORT

DEPARTMENT VARIANCE SUMMARY

Reporting Period: April 30, 1996 Department: Hamilton Airport
Transport Canada Subsidizable Budget

VARIANCE DATE

FORECAST VARIANCE FOR YEAR END

	1996 BUDGET TO DATE	ACTUAL TO DATE	FAVOURABLE (UNFAVOURABLE)	1996 BUDGET	FORECAST ACTUAL FOR YEAR END	FAVOURABLE (UNFAVOURABLE) VARIANCE
	(A)	(B)	(A) - (B)	(C)	(D)	(C) - (D)
TOTAL EXPENDITURE	<u>756,800</u>	<u>629,560</u>	<u>127,240</u>	<u>2,270,400</u>	<u>2,270,400</u>	<u>-0-</u>
TOTAL REVENUE	<u>619,730</u>	<u>517,740</u>	<u>(101,990)</u>	<u>1,859,200</u>	<u>1,859,200</u>	<u>-0-</u>
TOTAL DEPARTMENT SUBSIDY	<u>137,070</u>	<u>111,820</u>	<u>25,250</u>	<u>411,200</u>	<u>411,200</u>	<u>-0-</u>

Prepared by: Julian

Department Manager: CB Macdonald

BUDGET EXCEPTION REPORT

DEPARTMENT VARIANCE SUMMARY

Reporting Period:

April 30, 1996

Department:

Hamilton Airport Regional Budget

VARIANCE DATE

FORECAST VARIANCE FOR YEAR END

	1996 BUDGET TO DATE	ACTUAL TO DATE	FAVOURABLE (UNFAVOURABLE)	1996 BUDGET	FORECAST ACTUAL FOR YEAR END	FAVOURABLE (UNFAVOURABLE) VARIANCE
	(A)	(B)	(A) - (B)	(C)	(D)	(C) - (D)
TOTAL EXPENDITURE	36,560	16,685	19,875	109,680	246,380	(136,700)
TOTAL REVENUE	14,335	138,725	124,390	43,000	179,700	136,700
TOTAL DEPARTMENT	22,225	(122,040)	(104,515)	66,680	66,680	-0-

Prepared by:

J. G. G. G.

Department Manager:

C. B. McInnis

PROGRAM VARIANCE DETAIL

Reporting Period: April 30, 1996

Department: Hamilton Airport

Program: Regional Budget

	Favourable/ (Unfavourable) Variance To Date	Favourable/ (Unfavourable) Variance Forecast for Y/E
Expenditure Variance - Please Explain <u>Budget</u>	\$	\$
54802 Renovation Expense Ø	(14,200)	(136,700)
Revenue Canada Customs expansion of accommodations in terminal building		
Total Expenditure Variance	(14,200)	(136,700)
Revenue Variance - Please Explain <u>Budget</u>		
44365 Recovery - Miscellaneous Ø	136,700	136,700
Funding recovered from Revenue Canada Customs & Excise		
Total Revenue Variance	136,700	136,700
Total Program Variance	122,500	0

Recommended Action To Be Taken:

No action. Forecasted year-end variance will be \$ 0.

Prepared By:

Program Manager:

[Signature]
[Signature]

(Signature)

2.2(b)

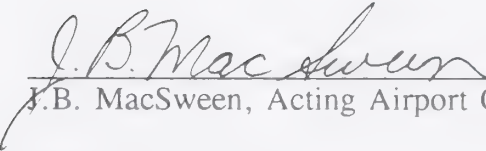
REGION OF HAMILTON-WENTWORTH - INFORMATION -

DATE: 1996 May 27

REPORT TO: Chairman and Members
Hamilton Region Airport Management Board

FROM: Barry MacSween
Acting Airport General Manager

SUBJECT: Aircraft Noise Monitoring Equipment - Hamilton Airport
(AIR96-018)


J.B. MacSween, Acting Airport General Manager

BACKGROUND:

The Airport Management Board at its meeting of December 14, 1995 and Regional Council at its meeting of January 16, 1996 approved that staff be authorized and directed to request Transport Canada to cost share in the purchase of an Aircraft Flight Tracks and Noise System (which included four permanent microphones and one portable microphone) that will track aircraft utilizing Hamilton Airport. The total cost for that equipment was \$160,000 and Transport Canada was requested to cost share \$136,000, which is 85% of the total cost. Council also recommended that the Acting Airport General Manager be authorized and directed to issue a requisition for a purchase order subject to Transport Canada's approval.

Unfortunately, Transport Canada has advised that they can not fund their share of the cost due to substantial cuts in the Transport Canada Airports Group Ontario Region.

It is strongly recommended that the basic AFTNS equipment (containing one permanent microphone and one portable) be purchased and incorporated in the Hamilton Airport Noise Management Plan. Without this equipment, it is impossible to track down the specific flights (by date and time) that are recorded on the Airport Noise Complaint Line by the citizens. In order to lessen the negative impact on the quality of life, health and safety of the citizens of the

Regional Municipality of Hamilton-Wentworth, this equipment is required to monitor the flight tracks and noise at sites where the noise sensors would be located. This tracking equipment is essential for the overall operation of the Hamilton Airport.

Transport Canada had also denied the funding for the AFTNS equipment at Toronto Island Airport and the City of Toronto's Toronto Harbour Commission purchased the system with their own funds.

The Hamilton Region Airport Management Board at its meeting of May 9, 1996 approved the following recommendations:

- a) That the Acting Airport General Manager proceed with the necessary steps to initiate the installation of the noise monitoring equipment, within the amount approved in the budget and in the absence of Transport Canada funding;
- b) That the Acting Airport General Manager bring a report back to the Board outlining other possible sources of funding for the remaining portion of the noise monitoring equipment, including the possibility of a partnership with TradePort.

The total cost for the basic AFTNS equipment including installation is approximately \$100,000. This would include one permanent microphone and one portable microphone. The amount approved within the airport budget for this equipment is \$24,000. Funding for the remaining \$76,000 is required. Additional permanent microphones will be required in the future at a cost of approximately \$20,000 each.

Transport Canada is prepared to fund necessary maintenance and capital expenditures required at the Airport up to the year 1999. An application to Transport Canada to itemize necessary expenditures has been submitted. That application includes funding for the AFTNS System (\$136,000) including 3 additional permanent microphones.

The Region is also negotiating noise management issues with TradePort, although there is no agreement as to the purchase of the system. Once the Transport Canada capital subsidy is determined, the Board will be advised of the amount approved.

cc: J.D. Thoms, Commissioner, Department of Environment
L. Rafferty, Project Manager, Airport Privatization Project

2.2(c)

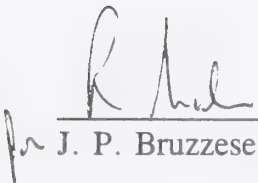
REGION OF HAMILTON-WENTWORTH
- INFORMATION -

DATE: June 26, 1996

REPORT TO: Chairman and Members
Hamilton-Wentworth Region Airport Management Board

FROM: James P. Bruzzese
Acting Treasurer and Commissioner of Finance

SUBJECT: AIRPORT ACCOUNTS RECEIVABLE OVER 90 DAYS
AS AT JUNE 26, 1996



J. P. Bruzzese

BACKGROUND:

Monthly, this report is submitted to the Management Board for information. The attached appendix is a listing of the larger accounts receivable which are at least 90 days overdue as of June 26, 1996.

The total accounts receivable for the Airport is \$289,083.96 of which \$71,209.33 has been outstanding for more than 90 days. The accounts over \$100 are listed on Appendix "A" with comments as to the status of the account and action taken by the Region.

Three new accounts have been added since the previous report of May 30, 1996. Accounts due over 90 days that have been paid and settled since the last report are not listed. In addition to the accounts on Appendix "A", there are 49 accounts under \$100 outstanding over 90 days with a credit balance of \$4,786.73.

APPENDIX "A"
REGIONAL MUNICIPALITY OF HAMILTON-WENTWORTH
DEPARTMENT OF FINANCE

Accounts Receivable Over 90 Days

Account: AIRPORT

Customer Number	Customer Name	Balance on May 30/96 Over 90 Days	Balance on June 27/96 Over 90 Days	Total Owed June 27/96	Comments
		\$	\$	\$	
239	Air Charter Systems	896.70	896.70	896.70	Same corporation with two landing fee accounts. The company surrendered its licence and closed its operation . The balance as at June 27, 1996 represents full o/s amount. The Region accepted the 10% settlement offer of the total indebtedness. The date of release of funds earlier extended to April 30, 1996 has now been extended to October 15, 1996.
339	World Wide Air Charter	577.12	577.12	577.12	
349	Skycraft Air	217.84	217.84	217.84	Landing fees account. Company has gone bankrupt as of June 1, 1994. Proof of Claim filed on June 23rd, 1994.
362	South West Air	6,108.71	6,108.71	6,108.71	Company has ceased operations as of Nov. 21/95. Awaiting more information as to the appointment of Receiver.
372	JETALL	6,825.37	24,960.45	24,960.45	A customer had filed for protection but one of the secured creditor forced Jetall into Bankruptcy as of March 22, 1996. Price Waterhouse is appointed the Receiver. Region filed its Proof of Claim on April 12, 1996. Increased amount is \$18,148.67 being November-January landing fees of \$10,415.67 billed in error to CanAir Cargo and balance is February-March landing fees over 90 days.

Customer Number	Customer Name	Balance on May 30/96 Over 90 days \$	Balance on June 27/96 Over 90 days \$	Total Owed June 27/96 \$	Comments
202	CND Warplane	10,892.17	7,708.66	24,514.19	Rental/taxes. Cheque in the amount of \$16,876.85 was received on June 20, 1996. Customer has indicated a further payment being delivered to Airport by June 30, 1996.
1023	Air Laurentian	23,867.22	23,867.22	23,867.22	Rental/landing fees account. Region filed its Proof of Claim on Sept 12, 1995 with the trustee in bankruptcy. Trustees advises that the proposal (.08 on the dollar) was accepted by the majority of creditors. Awaiting further update from Trustee.
1260	Advance Air	8,036.90	8,036.90	8,036.90	Landing fees account. Due to cash flow problems, customer has been unable to pay arrears. Letters sent to Credit Bureau's Letter Service. Memo now received from the customer that they are no longer in business. Trustees not appointed yet.
808	American Airlines	1,905.71	134.71	320.03	Landing fees account. Payment received on June 20th. Balance of Finance charge is owed.
250	677408 Ont. Ltd.	154.14	159.14	199.61	Landing fees. Collection being pursued.
885	Champion Air	478.08	478.08	4,048.86	Landing fees account. Collection being pursued. Increased amount is April/May invoices due June 23rd and July 24th, 1996.
1002	Career Aviation	179.53	212.30	227.30	Landing fees. Collection being pursued.

Customer Number	Customer Name	Balance on May 30/96 Over 90 Days	Balance on June 27/96 Over 90 Days	Total Owed June 27/96	Comments
		\$	\$	\$	
866	Sky Service, F.B.O.	0	1,610.25	2,487.07	Landing fees. Collection being pursued.
784	Midwest Exp.	0	489.81	700.08	Landing fees. Collection being pursued.
1083	Royal Airlines	516.22	107.68	137.07	Landing fees. Payment of \$3,345.41 received on June 4th, 1996, leaving Finance charges owing.
1053	Kitty Hawk	0	210.27	625.81	Landing fees. Collection being pursued.
807	CanAir Cargo	4,003.56	205.22	50,966.33	Landing fees/rental account. A payment of \$19,588.00 was received on June 10th, 1996, leaving April invoice owing and due as of June 23rd and May invoice not due until July 24th, 1996. Customer has indicated a cheque for \$24,260.74 by June 28, 1996.
1231	101456 Ont. Inc.	10.00	15.00	253.24	Landing fees for April and May owed, due June 23rd and July 24th, 1996, respectively.
	Sub Total	\$ 64,669.27	\$ 75,996.06	\$ 149,144.53	
	Accounts Under 90 Days	N/A	N/A	139,939.43	
	Accounts Under \$100	(4,581.10)	(4,786.73)	N/A	
		<u>\$ 60,088.17</u>	<u>\$ 71,209.33</u>	<u>\$289,083.96</u>	

2.2(d)

REGION OF HAMILTON-WENTWORTH
- INFORMATION -

DATE: 1996 May 27

REPORT TO: Chairman and Members
Hamilton Region Airport Management Board

FROM: Barry MacSween
Acting Airport General Manager

SUBJECT: Meeting with Mr. Wilf Ruland (AIR 96-019)


J.B. MacSween, Acting Airport General Manager

BACKGROUND:

The Hamilton Region Airport Management Board at its meeting of May 9, 1996 approved the following recommendations:

- a) That the request of Mr. Wilf Ruland to appear before the Hamilton Region Airport Management Board, be received;
- b) That an invitation be extended to Mr. Ruland to meet with the Chairman of the Airport Management Board and the Acting Airport General Manager in an attempt to resolve the concerns expressed in his correspondence, and report back to the Board, at which time the Board may decide to entertain Mr. Ruland's request.

Chairman Glen Etherington and Barry MacSween met with Mr. Wilf Ruland on May 16, 1996 at 1:00 p.m. Following that meeting, the attached letter was forwarded to Mr. Ruland in an attempt to answer his concerns.

Attach.

cc: J.D. Thoms, Commissioner of Department of Environment



Hamilton Airport
Airport Management Office
Suite 2206, Air Terminal Building
9300 Airport Road
Mount Hope, Ontario
L0R 1W0

Phone: (905) 679-4151
Fax: (905) 679-6746

Refer to File No.

Attention of

1996 May 27

Mr. Wilf Ruland
766 Sulphur Springs Road
Dundas, Ontario
L9H 5E3

Dear Mr. Ruland

Re: Hamilton Airport Noise Management

Thank you for taking the opportunity to meet with with Mayor Glen Etherington, Chairman of the Airport Management Board and myself on May 16, 1996. We are enclosing some information which may answer some of the questions posed at our meeting.

Copies of the new NEF Contours are enclosed. The Hamilton Airport flight paths prior to February 29, 1996 at 4:00 a.m. are outlined on Map 1, and the flight paths effective February 29, 1996 at 4:00 a.m. are shown on Map 2.

The average large aircraft movements for 1994 at Hamilton Airport between 11:00 p.m. and 7:00 a.m. was 18.25. In 1995, the average was 24.6, and from January to April 30, 1996 the average large aircraft movements between 11:00 p.m. and 7:00 a.m. was 24.8.

The Agreement between Tradeport International and the Region to operate and manage the Hamilton Airport is currently under negotiations. When the Agreement becomes public information, we will gladly forward the excerpts pertaining to Noise Management. If you require other information pertaining to the privatization of Hamilton Airport, please do not hesitate to contact Mr. Liam Rafferty, Project Manager, Airport Privatization at 546-4131.

With regards to a "Noise Environmental Advisory Committee", we have been advised that Tradeport International Corporation will establish an Airport Environmental Noise Management Consultation Committee. Tradeport will devise the Terms of Reference for this Committee and

Cont'd.../2

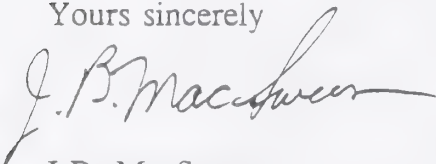
coordinate the membership. They have indicated that the membership will consist of the following:

- Barry MacSween, Operations Manager, Chairman
- Geoff Hutchison, Managing Director, Tradeport
- Bob Linton, General Manager, Ontario Flightcraft Ltd.
- Terry Martin, Chief of Control Tower
- various others from the business side of the airport
- 2 or 3 representatives off the airport
- 2 or 3 people representing citizens concerned with aircraft noise

The start up of this Committee is expected sometime in June 1996.

We trust the foregoing will assist you and if you have any further questions, please do not hesitate to contact the undersigned.

Yours sincerely

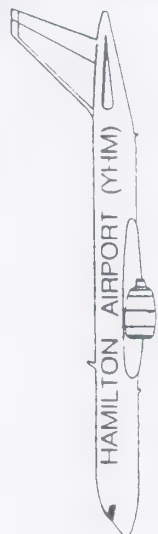


J.B. MacSween
Acting Airport General Manager

JBW/jf

cc: Mayor G. Etherington, Chairman, Hamilton Region Airport Management Board
Enclosures

MAP 1



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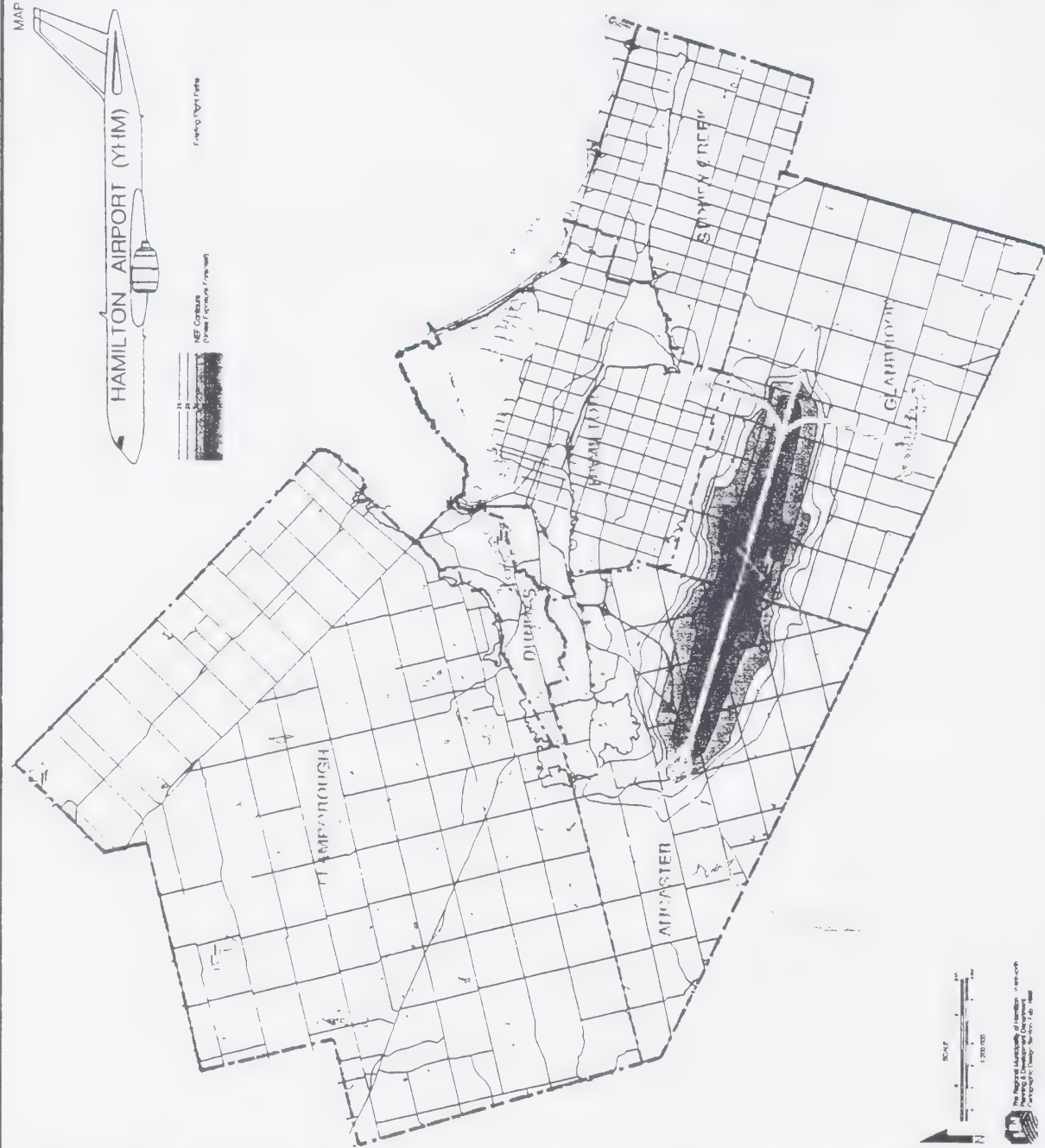
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The Regional Municipality of Hamilton
Planning & Development Department
100 King Street West, 10th Floor
Hamilton, Ontario L8N 1K1



For detailed information on Hamilton, Ontario, visit our website at www.hamilton.ca.
 Planning & Development Department
 Hamilton, Ontario, Canada

Hamilton Airport Noise Management Advisory Committee

Minutes of Meeting

Held: 10:00 am, Thursday, 13 June 1996 in the Boardroom, ATB

Committee Membership as at 13 June:

Airport representatives:	Geoff Hutchison, Managing Director, Hamilton International Airport (Chair)
	Tony Battaglia, President and CEO, TradePort International Corporation
	Joanne Furlani, Airport Financial Analyst, Hamilton International Airport
	Susanna Lui, Executive Assistant to the President, TradePort International Corporation
	Barry MacSween, Operations Manager, Hamilton International Airport
Community representatives:	Harold Gallagher, Ancaster Noise Pollution Abatement Committee
	Wilf Ruland, Ancaster Noise Pollution Abatement Committee
	Steve Zivanic, Ancaster Noise Pollution Abatement Committee
Airport Industry Representatives and Others:	Glenn Bryant, Member, Airport Management Board
	Bob Linton, General Manager, Ontario Flightcraft
	Terry Martin, Unit Chief, Hamilton Control Tower
	Mario Vacirca, Regional Director, Air Navigation System Requirements, Transport Canada

Present: G. Hutchison (Chair), T. Battaglia, G. Bryant, J. Furlani, H. Gallagher, B. Linton, S. Lui, B. MacSween, T. Martin, W. Ruland, S. Zivanic

Regrets: M. Vacirca

1. *Opening Remarks from the Chair*

Hutchison welcomed the group and thanked them for attending. He explained his objective in forming the Advisory Committee was to work towards minimizing noise associated with the Hamilton International Airport (YHM).

2. *Round Table Introductions*

Geoff Hutchison:

- 36 years experience in the airport business
 - 18 years in communications and navigation
 - 2 years in building airports
 - 16 years in managing airports
- described the organizational structure of TradePort International Corporation (TIC)
- described experiences dealing with airport noise in Edmonton and Vancouver

Joanne Furlani:

- responsible for handling the noise complaint phone line
 - complaints are recorded, written notice of receipt of complaint is given to complainant, complaint is then forwarded to the airport Operations Manager for investigation

Barry MacSween:

- Operations Manager and Acting Airport Manager
- responsible for the investigation of noise complaints
 - determines specific time of noise complaint, tracks aircraft at time of complaint, notifies Transport Canada, alerts airline/aircraft operator if a regulation/procedure has not been adhered to
 - if non-compliance is repeated, Transport Canada investigates and, subject to the outcomes of its investigation, takes appropriate action

Terry Martin:

- 26 years experience in air traffic control in Ontario including airports at London, North Bay and Sault Ste. Marie
- primary objective is the safe movement of aircraft; confirmed the requirement to follow noise abatement procedures

Glen Bryant:

- corporate/commercial lawyer with practice in Burlington
- member of the Airport Management Board; feels that the Board has been proactive in its approach to minimize noise impacts

Bob Linton:

- General Manager, Ontario Flightcraft (OF) for past 1.5 years
- OF is the maintenance facility for Purolator Courier and will be for Greyhound as well
- informed Committee that aircraft are owned, operated and maintained by Kelowna Flightcraft
- spent 32 years in the Air Force as an aerospace engineer

Tony Battaglia:

- President and CEO of TIC
- underscored TIC's commitment to being a good community neighbour and its sensitivity to environmental issues surrounding YHM including noise, wildlife and land
- stated his confidence in resolving noise impact issues to all parties' satisfaction given YVR's experience in this area

Henry Gallagher:

- Ancaster resident - Rosemary Lane
- referred to this Committee by Lonnie Nelligan
- his family has been awakened by aircraft noise at 3:30 am

Steve Zivanic:

- involved in research and development in bacteria and chlorination
- was a pilot in the armed forces
- 9 year Ancaster resident - Rosemary Lane
- is familiar with airports around the world and understands the benefits and negative impacts of airports

Wilf Ruland:

- Ancaster resident and one of the founding members of the Ancaster Noise Abatement Committee
- is an environmental consultant
- primary focus is to reduce and eventually eliminate night time noise impacts
- advocated public meetings as the ideal forum to understand and address community concerns and noted that his membership on the Advisory Committee is conditional upon these meetings being held

Hutchison assured community representatives that community concerns will be addressed and that TIC recognizes that the airport is a public utility and as such needs to address the concerns of the public. He stated his intention for the Committee to work towards cooperative resolution and expressed no opposition to holding public meetings if the Committee recommends that such meetings take place.

3. *Committee Membership*

The Committee comprises members which reflect the concerns of all parties involved including expertise in community, corporate and airport-related functions. Discussion ensued regarding the current composition of the Committee. It was agreed that community representation could be geographically based to include residents outside of Ancaster who are also affected. Ruland to forward a list of names to Hutchison. It was agreed that, with the addition of one or two community representatives, the Committee should remain as is.

4. *Committee Name*

After some discussion, the tentative name of the Committee will be the Hamilton Airport Noise Management Advisory Committee. It was agreed that the name of the Committee will be revisited and finalized at the next meeting.

5. *Objective of the Committee*

Hutchison suggested the objective be "to minimize the noise impact of airport and flight operations on the surrounding communities". The wording of the Committee's objective will be revisited and finalized at the next meeting.

6. *Mandate of the Committee*

Hutchison underscored the advisory role which the Committee will undertake. Final decisions will remain with Hutchison and TradePort. However, he noted that given an open and cooperative process, it would be difficult to overturn Committee recommendations as the Committee will be scrutinized by many different groups including community groups, politicians, Chamber of Commerce, etc.

Hutchison suggested the mandate of the Committee be to look at all aspects of airport and flight operations that have an impact on noise and come up with recommendations on how to reduce the impacts. Battaglia suggested that the mandate include responsibility for the Committee to act as a communications vehicle between TradePort and the community at large.

7. *Committee Meeting Schedule*

It was agreed that the Committee will meet monthly, at 9:00 a.m. on every third Thursday, to jumpstart the process and will revisit the meeting schedule after six months. The meeting schedule is as follows:

July 18	October 17
August 15	November 21
September 19	December 19

8. *History and Current Status of Noise at YHM*

MacSween gave a brief presentation outlining the history of the airport and the major developments vis-a-vis noise. A brief discussion on current noise abatement procedures took place.

9. *Flight Tracking and Noise Management System*

TradePort volunteered to purchase and install a system for YHM. The system will aid in the identification of the specific aircraft, and therefore the pilot and corporation, involved in any violation of noise regulation. If the problem persists and the corporation does not take action, the problem will be referred back to the Advisory Committee. The system will be implemented as soon as possible. The Committee will make recommendations regarding the locations to monitor.

10. *Next Meeting*

Hutchison will: a) brief the Committee on TIC's timeframe for implementing the aspects of its development strategy which have noise implications; b) arrange a demonstration of the noise tracking system; and c) introduce a more detailed discussion of the specific issues related to noise management. Hutchison will also distribute a list of Committee members' addresses and contact numbers to the Committee members prior to the next meeting.

Meeting was adjourned at 12:00 pm.

Hamilton Airport Noise Management Advisory Committee

Name and Address	Contact Numbers
Mr. Geoff Hutchison (Chair) Managing Director Hamilton International Airport Ste. 2206, ATB, 9300 Airport Road Mount Hope, ON L0R 1W0	905-679-4151 ext. 221 (work)
Mr. Tony Battaglia President and CEO TradePort International Corporation Ste. 1173, ATB, 9300 Airport Road Mount Hope, ON L0R 1W0	905-679-1999 (work)
Mr. Glenn Bryant Member Hamilton Regional Airport Management Board 56 Chedoke Avenue Hamilton, ON L8P 4N9	905-528-8899 (res.) 905-637-5641 (work)
Ms. Joanne Furlani Airport Financial Analyst Hamilton International Airport Ste. 2206, ATB, 9300 Airport Road Mount Hope, ON L0R 1W0	905-679-4151 ext 222 (work)
Mr. Harold Gallagher 97 Rosemary Lane Ancaster, ON L9G 2K4	905-304-3343 (res.)
Mr. Bob Linton General Manager Ontario Flightcraft 9500 Airport Road Mount Hope, ON L0R 1W0	905-679-1332 (work)
Ms. Susanna Lui Executive Assistant to the President TradePort International Corporation Ste. 1173, ATB, 9300 Airport Road Mount Hope, ON L0R 1W0	905-679-1999 (work)

Hamilton Airport Noise Management Advisory Committee

Name and Address

Contact Numbers

Mr. Barry MacSween
Operations Manager
Hamilton International Airport
Ste. 2206, ATB, 9300 Airport Road
Mount Hope, ON L0R 1W0

905-679-4151 ext. 224 (work)

Mr. Terry Martin
Unit Chief
Hamilton Control Tower
Hamilton International Airport
Mount Hope, ON L0R 1W0

905-679-6116 (work)

Mr. Wilf Ruland
766 Sulphur Springs Road
Dundas, ON L9H 5E3

905-648-1296 (res.)

Mr. Mario Vacirca
Regional Director, Air Navigation Systems Reqmts. 416-952-0231 (work)
Transport Canada
4900 Yonge Street
North York, ON M2N 6A5

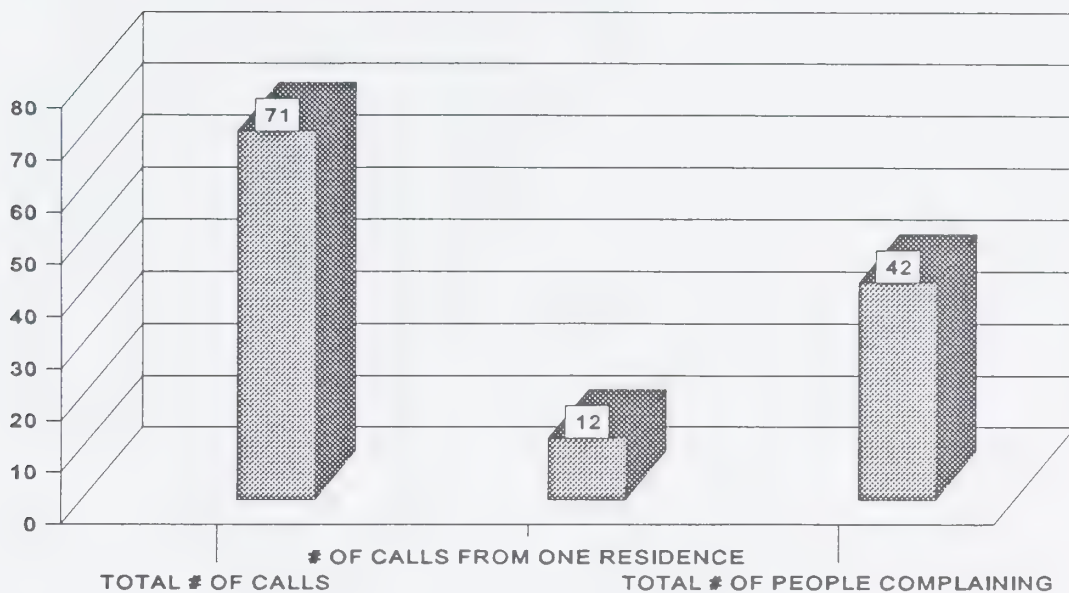
Mr. Steve Zivanic
79 Rosemary Lane
Ancaster, ON L9G 2K4

905-648-8082 (fax: 648-6594) (res.)

2.2(f)

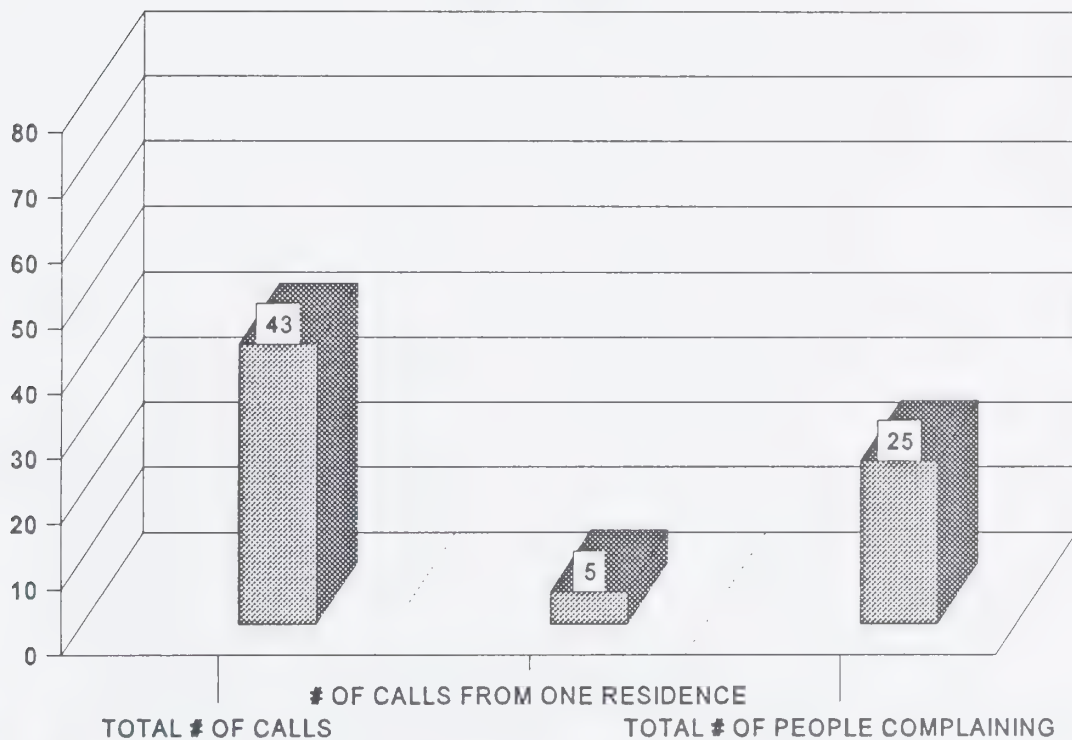
NOISE COMPLAINTS

MAY 1995



NOISE COMPLAINTS

MAY 1996



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GOVERNMENT DOCUMENTS

HAMILTON REGION AIRPORT MANAGEMENT BOARD

A G E N D A

DATE: Thursday, September 12, 1996
TIME: 8:30 o'clock a.m.
PLACE: Hamilton Airport Terminal Building

1. GENERAL

- a) **Declaration of Interest** re: Municipal Conflict of Interest Act
- b) **Minutes** of the July 11, 1996 meeting of the Hamilton Region Airport Management Board

2. CONSENT AGENDA

2.1 Lease of Equipment Renewal Agreement No. T-2677 from Transport Canada (AIR 96-024)

That the Regional Chairman and Regional Clerk be authorized and directed to execute Lease No. T-2677, which supersedes Lease No. T-1992, between the Regional Municipality of Hamilton-Wentworth and Her Majesty the Queen, in the Right of Canada represented by the Minister of Transport, for the loan of equipment at the Airport, for the nominal fee of One Dollar (\$1.00), in a form satisfactory to the Commissioner of Legal Services.

2.2 For the Information of the Board:

That the following items be received:

- a) Role of the Hamilton Region Airport Management Board during interim period of Master Sublease Agreement between the Region of Hamilton-Wentworth and TradePort International (LS 92-037)
(Report to be distributed at meeting.)

- b) Noise Complaint Comparisons - June, 1995 to June, 1996 and July, 1995 to July, 1996
- c) M & A Vending - Letter of Intent (AIR 96-022)
- d) Canadian Globe Car & Truck Rentals Limited - Letter of Intent (AIR 96-023)
- e) Triple Play Sports/Sports Card Vending Machines - Letter of Intent (AIR 96-021)
- f) **Minutes** of the July 18, 1996 meeting of the Hamilton Airport Noise Management Advisory Committee
- g) **Minutes** of the August 15, 1996 meeting of the Hamilton Airport Noise Management Advisory Committee
- h) **Newsletter** announcing the operation of the Canadian Transportation Agency
- i) **Letter of Thanks** from Mr. W. Datzkiw, Hamilton International Air Show Foundation, for co-operation received during the set up and tear down for the 1996 Air Show

3. DISCUSSION AGENDA

3.1 Discussion of Consent Items

4. ADJOURNMENT

MINUTES OF THE HAMILTON REGION AIRPORT MANAGEMENT BOARD

The Hamilton Region Airport Management Board met on Thursday, July 11, 1996 at 8:30 a.m. in the Airport Terminal Building, Hamilton Airport.

Present: Chairman (Mayor) G. Etherington
Regional Chairman T. Cooke, Councillors A. Sloat, D. Wilson;
G. Bryant, J. Monaco, J. Mongeon

Absent with regrets: Councillors F. D'Amico, D. Ross - Other Business
T. Cronmiller, K. Gregg, W. Scarth - Another Commitment

Also present: Messrs. J. D. Thoms, J. Fudge, M. Hudson (TradePort);
Mmes. J. Furlani, M. Thompson, C. Biggs

1. GENERAL

- a) **Declaration of Interest** re: Municipal Conflict of Interest Act: None
- b) **Minutes** of the May 9, 1996 meeting of the Hamilton Region Airport Management Board

(Mongeon/Wilson)

Be received and adopted as presented.

CARRIED.

Items 2.2(b) and (f) were moved to the Discussion Agenda.

2. CONSENT AGENDA

(Wilson/Bryant)

2.1 Sublease of Office No. 1155 in the Terminal Building to Kelowna Flightcraft Air Charter Ltd. (AIR 96-020)

That Item 2.3 of the Hamilton Region Airport Management Board minutes of May 9, 1996, respecting the Sublease of Office No. 1155 in the Air Terminal Building to Greyhound Lines of Canada Ltd., be amended as follows:

- a) That Greyhound Lines of Canada Ltd. be deleted and replaced with Kelowna Flightcraft Air Charter Ltd.;
- b) That the May 1, 1996 commencement of the term in Subsection (a)(i) be deleted and replaced with July 1, 1996.

2.2 For the Information of the Board:

That the following items be received:

- a) Hamilton Airport - Budget Exception Report - January to April 30, 1996 (AIR 96-017)
- c) Airport Accounts Receivable Over 90 Days as at June 26, 1996
- d) Meeting with Mr. Wilf Ruland (AIR 96-019)
- e) **Minutes** of the June 13, 1996 meeting of the Hamilton Airport Noise Management Advisory Committee

NEW BUSINESS #1

(Wilson/Monaco)

That Report APP 96-033 respecting "Transport Canada Letter of Intent for Airport Transfer", be received. **CARRIED (Attachment)**

3. DISCUSSION AGENDA

3.1 Discussion of Consent Items

2.2(b) Aircraft Noise Monitoring Equipment - Hamilton Airport (AIR 96-018)

(Sloat/Wilson)

Be received.

CARRIED.

2.2(f) Noise Complaint Comparison - May, 1995 to May, 1996

(Sloat/Wilson)

Be received.

CARRIED.

Councillor A. Sloat requested that the noise complaint comparisons indicate which areas of the Region the complaints are being generated from.

NEW BUSINESS #2

Future Role of the Hamilton Region Airport Management Board

J. Monaco requested that the issue of the role of the Airport Management Board be placed on a future agenda of the Board, in light of the takeover of the Airport by TradePort International.

On motion (**Wilson/Mongeon**) the Board adjourned at 8:55 a.m.

CARRIED.

Chairman

Secretary

REGION OF HAMILTON-WENTWORTH

- RECOMMENDATION -

DATE: 1996 June 28
J. Fudge


REPORT TO: Chairman and Members
Economic Development and Planning Committee

FROM: J. D. Thoms
Commissioner
Regional Environment Department

SUBJECT: TRANSPORT CANADA LETTER OF INTENT FOR AIRPORT
TRANSFER - APP-96-003

RECOMMENDATION:

- a) That the Region request a minimum six (6) month extension for the existing Letter of Intent between Transport Canada and the Region for the transfer and acquisition of the Airport;
- b) That the Regional Chairman and Regional Clerk be authorized and directed to execute an amendment to the Letter of Intent on behalf of the Region, in a form satisfactory to the Commissioner of Legal Services, giving effect to the above extension.



J. D. Thoms
Commissioner
Regional Environment Department

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

SUSTAINABLE COMMUNITY IMPLICATIONS:

(Vision 2020, adopted by Regional Council as their vision for the future of Hamilton-Wentworth, embodies the concept of a sustainable community which is an equal balance of the economy, the environment, and social/health factors in all regional decision-making)

N/A

BACKGROUND:

The Project Manager, Airport Privatization Project, Acting Airport General Manager and Assistant Corporate Counsel have met on numerous occasions with Transport Canada and Department of Justice Canada staff to discuss the airport transfer to the Region in accordance with National Airports Policy and in accordance with the existing Letter of Intent.

In order to finalize the transaction with Tradeport, the Region must complete negotiations with Transport Canada in order to achieve the transfer and acquisition of the airport under the National Airports Policy and the existing Letter of Intent.

The Letter of Intent is set to expire effective July 24, 1996. In order to preserve and continue the Region's legal entitlement to undertake negotiations with Transport Canada and conclude the Airport transfer, the Letter of Intent must be extended for at least a minimum six (6) month period although the transfer is expected to be completed by October. This approach will provide greater flexibility in the event the October time frame is exceeded.

CONSENT

AGENDA

MATERIAL

2.1

REGION OF HAMILTON-WENTWORTH
- RECOMMENDATION -

DATE: 1996 August 15

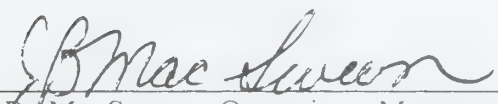
REPORT TO: Chairman and Members
Hamilton Region Airport Management Board

FROM: Mr. J. B. MacSween
Operations Manager
Hamilton International Airport

SUBJECT: Lease of Equipment Renewal Agreement No. T-2677 from Transport Canada
(AIR 96-024)

RECOMMENDATION:

That the Regional Chairman and Clerk be authorized and directed to execute a Lease No. T2677 which supersedes No. T-1992 between the Regional Municipality of Hamilton-Wentworth and Her Majesty the Queen, in the Right of Canada represented by the Minister of Transport, for the loan of equipment at the Airport, for the nominal fee of ONE DOLLAR (\$1.00), in a form satisfactory to the Commissioner of Legal Services.



J. B. MacSween, Operations Manager

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Any incurred costs for the maintenance and operation of this equipment will be absorbed through the Hamilton Airport Operation and Maintenance Budget.

BACKGROUND:

The equipment listed as Schedule "A" represents various equipment used for the operation and maintenance of the Airport. This equipment is owned by Transport Canada and leased to the Regional Municipality of Hamilton-Wentworth for a term of five years commencing January 1, 1996.

/mt

c.c. Mr. J. D. Thoms, Commissioner of Planning and Development

c.c. Joseph Fudge, Assistant Corporate Counsel

SCHEDULE "A"

Attach to Lease No. T-2677
Effective January 1, 1996
Equipment Leased

<u>T.C. Number</u>	<u>Description</u>	
51-1019	1991 Chev Cavalier	
53-9047	1989 GMC Pick-Up Truck	
53-9048	1989 GMC Pick-Up Truck	
54-6092	1986 Ford Van	
55-9106	1991 Sand Spreader/Plow Truck	
56-7335	1973 I.H.C. Plow Truck	
56-8617	1986 Navistar Plow Truck	
56-8618	1986 Navistar Plow Truck	
60-8073	1980 Lander Snow Blower	NO
60-8513	1985 Norland Snow Blower	
60-8817	1988 SMI 7500 Snow Blower	
61-7214	191972 Massey Ferguson Tractor	
61-8522	1985 Massey Ferguson Tractor	
61-8613	1986 Belarus Tractor	NO
61-9106	1991 Case 5130 Tractor	
61-9601	1996 Case 5230 Tractor	
62-8402	1984 Volvo Loader	
67-6107	1961 Relifed Sicard 112 Runway Sweeper	
67-8004	1980 ARA Runway Sweeper	
67-8406	1984 ARA Runway Sweeper	
70-9006	1990 6 yd. Sand Spreader Body	
71-7335	1973 Frink Snow Plow Blade	
71-8546	1985 Kelly Back Hoe Attachment	
71-8634	1986 Tenco Snow Plow Blade	
71-8635	1986 Tenco Snow Plow Blade	
71-9025	1990 Tractor Grading Blade	
71-9117	1991 Cushman 807 Plow Blade	
71-9118	1991 Cushman 807 Sweeper	
71-9121	1991 14 ft. Reversible Snow Plow	
72-7505	1975 15 ft. Ramp Plow	
72-8601	1986 Yardman Walk Behind Snow Plow	
73-7107	1971 15' Rotary Mower	NO
73-8508	1985 Ford 7' Rotary Mower	
73-8516	1985 15' Flail Mower	
73-8818	1988 20' Rotary Mower	
73-9013	1990 Case Harrow Discs	
73-9101	1991 Case Conser Till Plow	
73-9121	1991 Cushman 807 Riding Mower	
73-9311	1993 15 ft. Hydraulic Mower	

initial

22(6)

REGION OF HAMILTON-WENTWORTH
- INFORMATION -

DATE: 1996 August 16

REPORT TO: Chairman and Members
Hamilton Region Airport Management Board

FROM: Barry MacSween
Operations Manager
Hamilton International Airport

SUBJECT: Noise Complaint Comparisons
June, 1995 to June 1996
July, 1995 to July 1996
(AIR 96-025)



J.B. MacSween, Operations Manager

BACKGROUND:

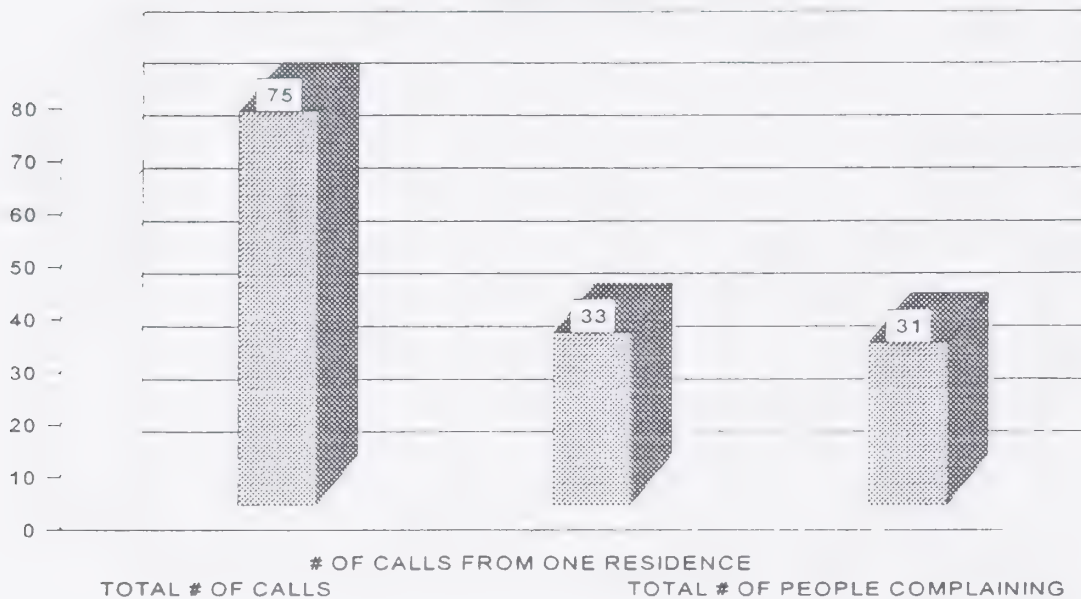
Your Board at its meeting of July 11, 1996 requested that the noise complaint comparisons indicate which areas of the Region the complaints are being generated from.

Attached for your information are the Noise Complaint Comparisons (bar graphs) for June 1995/1996 and July 1995/1996, along with Regional maps depicting the areas from which the majority of noise complaints are being generated. You will note that the areas marked with a circle (○) are complaints from 1995 and the areas marked with a square (■) are complaints from 1996.

/jfb
Attachment

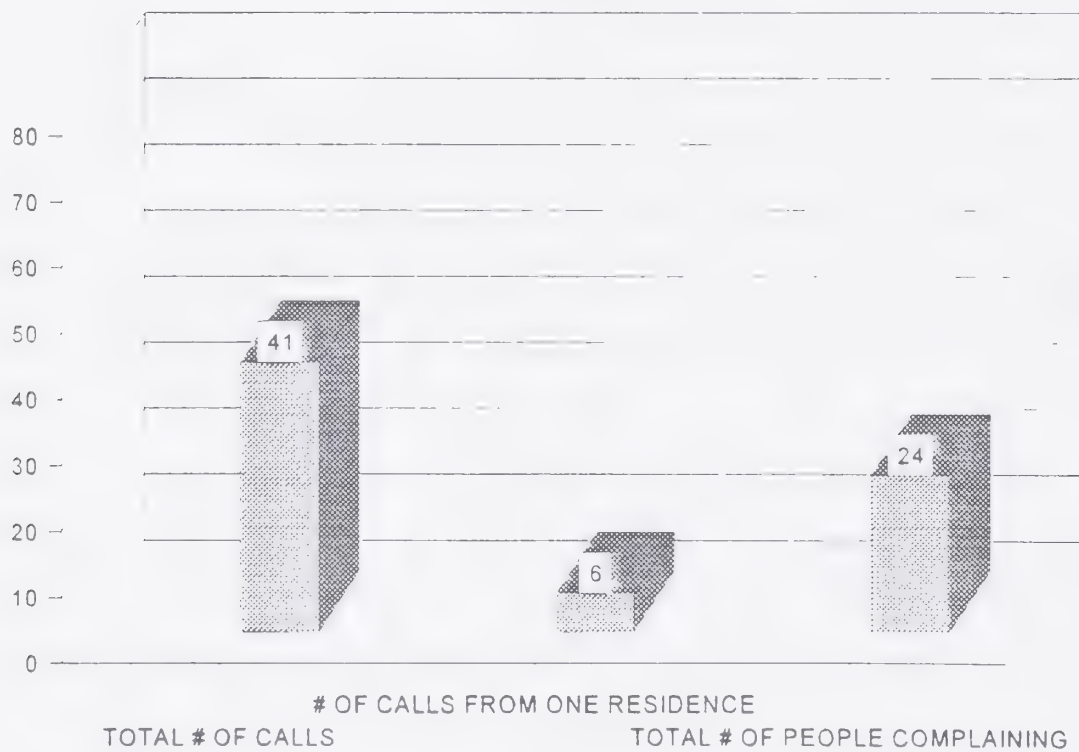
NOISE COMPLAINTS

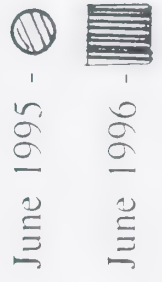
JUNE 1995



NOISE COMPLAINTS

JUNE 1996





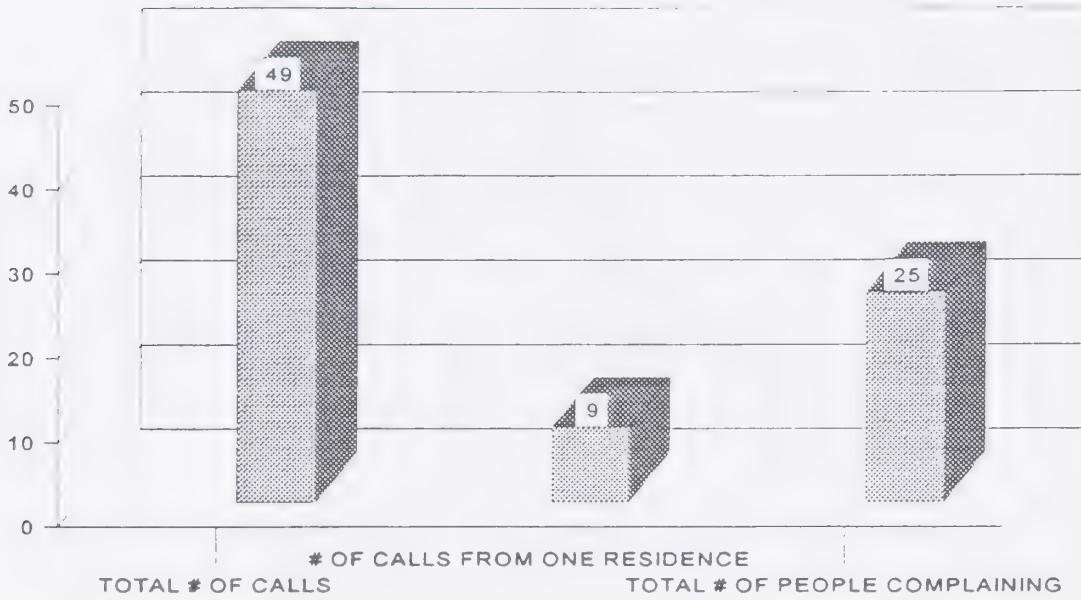
Noise Complaint Comparisons

June 1995
June 1996



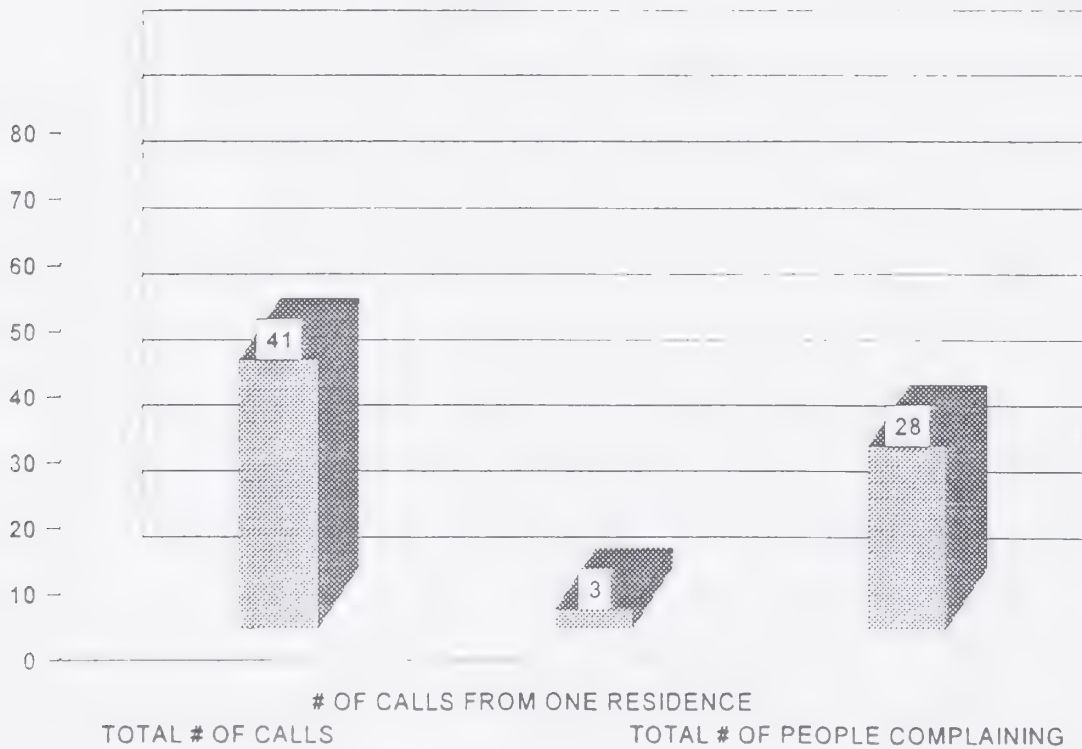
NOISE COMPLAINTS

JULY 1995



NOISE COMPLAINTS

JULY 1996



2.2(c)

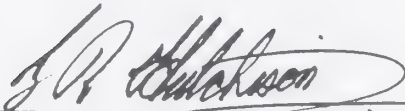
REGION OF HAMILTON-WENTWORTH
- INFORMATION -

DATE: 1996 August 16

REPORT TO: Chairman and Members
Hamilton Region Airport Management Board

FROM: Geoff R. Hutchison
Managing Director
Hamilton International Airport

SUBJECT: M & A Vending (AIR 96-022)



G. R. Hutchison, Managing Director

BACKGROUND:

Hamilton International Airport has entered into a Letter of Intent with M & A Vending (MAV) to locate an espresso machine in the concourse of the terminal building covering the terms and conditions outlined below:

1. MAV will locate one (1) new Saeco "Espresso" machine in HIA's concourse.
2. MAV will sign HIA's standard concessionary sublease when presented.
3. MAV will, prior to any of their activities taking place at HIA, put in place public liability insurance naming as insureds TradePort International Corporation, the Regional Municipality of Hamilton-Wentworth and Transport Canada.
4. Term: One (1) year with 30 day written notice of termination for either party.
5. Commencement: August 1, 1996.
6. Location: Wall between Security office and Departure Lounge entrance.
7. Rental Rate: None
8. Pricing: MAV will agree to price their products at a level consistent with similar products available in the Greater Hamilton area. Prices include GST

9. Commission:

- i) \$0.56 per cup when price per cup is \$1.50 or less.
- ii) \$0.75 per cup when price per cup is \$1.51 - \$1.99.
- iii) 46.5% when price per cup is \$2.00 or greater.
- iv) The above applies to 475 or fewer cups per month.
- v) 46.5% of all revenue above 475 cups per month.

10. Maintenance: Machine will be serviced and maintained on a weekly basis or as requested by HIA whichever is more frequent.

11. Payments: MAV will provide within 15 days of month-end, a report outlining product sales, complaints/comments and remittance of commission for the previous month. Cheque to be made payable to the Regional Municipality of Hamilton-Wentworth.

/mt

c.c. Diane Payne, Revenue Clerk - Accounts Receivable

c.c. Ramzan Manek, Collections Officer

c.c. Joseph Fudge, Assistant Corporate Counsel

2.2(a)

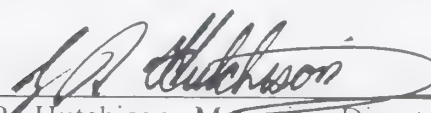
REGION OF HAMILTON-WENTWORTH
- INFORMATION -

DATE: 1996 August 15

REPORT TO: Chairman and Members
Hamilton Region Airport Management Board

FROM: Geoff R. Hutchison
Managing Director
Hamilton International Airport

SUBJECT: Canadian Globe Car & Truck Rentals Limited (AIR 96-023)


G. R. Hutchison, Managing Director

BACKGROUND:

Hamilton International Airport has entered into a Letter of Intent with Canadian Globe Car & Truck Rentals for the purposes of operating a car rental agency with the following terms and conditions as outlined below:

1. Globe will establish a car rental agency at HIA.
2. Globe will sign HIA's standard sublease document when presented, such document to be presented subsequent to the full text being completed.
3. Globe will, prior to any of their activities taking place at HIA, put in place public liability insurance naming as insureds TradePort International Corporation, the Regional Municipality of Hamilton-Wentworth and Transport Canada.
4. Term of the sublease: 1 Year
5. Commencement: August 1, 1996
6. Counter Space: Second car rental counter from the left
7. Rental Rate: \$441.15 per square metre per annum
8. Parking Spaces: \$13.45 per space per month (Spaces assigned #8 - #14)

9. Commission Payments: To be notified by HIA from time to time; not to be more than 10.5% and to be 0% until further notice. Commission to be calculated on Gross Revenue including without limitation car rental fees, insurances, and fuel fees.

/mt

- c.c. Diane Payne, Revenue Clerk - Accounts Receivable
- c.c. Ramzan Manek, Collections Officer
- c.c. Joseph Fudge, Assistant Corporate Counsel

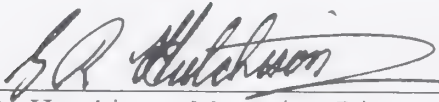
REGION OF HAMILTON-WENTWORTH
- INFORMATION -

DATE: 1996 August 15

REPORT TO: Chairman and Members
Hamilton Region Airport Management Board

FROM: Geoff R. Hutchison
Managing Director
Hamilton International Airport

SUBJECT: Triple Play Sports/Sports Card Vending Machines (AIR 96-021)



G. R. Hutchison, Managing Director

BACKGROUND:

Effective July 1st, 1996, TradePort International officially signed an interim agreement to manage and operate the airport on behalf of the Regional Municipality of Hamilton-Wentworth. As such Hamilton International Airport (HIA) has entered into a Letter of Intent with Triple Play Sports/Sports Card Vending with the following terms and conditions:

1. Triple Play Sports (TPS) will sign a full lease when presented.
2. Machines will be located temporarily in the front windowed shop; Hamilton International Airport retains all rights to move machines to a more appropriate location to be confirmed to TPS.
3. Commission to be calculated on Gross Revenues for all machines as follows:
 - i) \$0-\$300 per month
31% after removal of PST; HIA to pay GST on its portion of revenues.
 - ii) \$300 + per month
50 % after removal of PST; HIA to pay GST on its portion of revenues.
4. All machines to be serviced and monies to be collected on a monthly basis by TPS.
5. Term of 6 months; commencing August 1, 1996.

6. TPS will install one 6 column free standing sticker machine and one 3 column sportscard machine.
7. TPS to supply public liability insurance naming as insureds TradePort International Corporation, the Regional Municipality of Hamilton-Wentworth and Transport Canada.

/mt

c.c. Diane Payne, Revenue Clerk - Accounts Receivable
c.c. Ramzan Manek, Collections Officer
c.c. Joseph Fudge, Assistant Corporate Counsel

Hamilton Airport Noise Management Advisory Committee

Minutes of Meeting

Held: 9:00 am, Thursday, 18 July 1996 in the Boardroom, ATB

Committee Membership as at 18 July:

Airport representatives:

Geoff Hutchison, Managing Director, Hamilton International Airport (Chair)

Tony Battaglia, President and CEO, TradePort International Corporation

Joanne Furlani, Airport Financial Analyst, Hamilton International Airport

Susanna Lui, Executive Assistant to the President, TradePort International Corporation

Barry MacSween, Operations Manager, Hamilton International Airport

Community representatives:

Harold Gallagher, NightPeace

Bryan Kerman, NightPeace

Lonnie Nelligan, NightPeace

Richard Russell, Brantford

Steve Zivanic, NightPeace

Airport Industry Representatives and Others:

Glenn Bryant, Member, Airport Management Board

Bob Linton, General Manager, Ontario Flightcraft

Terry Martin, Unit Chief, Hamilton Control Tower

Mario Vacirca, Regional Director, Air Navigation System Requirements, Transport Canada

Present: G. Hutchison (Chair), P. Aicken, T. Battaglia, G. Bryant, J. Furlani, H. Gallagher, B. Kerman, B. Linton, S. Lui, B. MacSween, R. Russell, M. Vacirca, H. Vandenberg, S. Zivanic

Others Present: Romi Singh, President, Aviation Research Corporation

1. Round Table Introductions

Members introduced themselves to the Committee.

2. Demonstration of Noise Tracking System

Romi Singh, President of Aviation Research Corporation (ARC) provided a detailed demonstration of their aircraft flight tracks and noise system. Currently, ARC has implemented their system at the Toronto Island Airport, Calgary International Airport and various other Canadian and European airports. The ARC system capabilities include:

- tracking aircraft flight pattern
- tracking noise levels where monitors are placed
- targeting communities which generate noise complaints
- generating "dosage" reports which provide altitudes above sea level and duration of overflies
- identifying correlation between noise complaints and aircraft

- tracking specified aircraft-types and their deviations from runway-specific flight pattern procedures
- tracking location of complaints by category/type of complaint
- etc.

Disciplinary action for pilots which deviate from procedures was briefly discussed. Geoff confirmed that while air carriers/operators take this issue very seriously and will invoke internal disciplinary action, there is no requirement that disciplinary action be public knowledge and currently, the only recourse for the general public is through civil litigation.

3. *Approval of Minutes from Last Meeting*

Minutes were approved subject to correction of errors in the spelling of two members' names.

4. *ARC Q&A Period*

The floor was then open to members for questions regarding the flight tracking and noise system. Technical questions regarding the system were asked and answered. Mr. Singh offered to answer other questions that the Committee may have at any time. Hutchison assured Mr. Kerman that TradePort would either internally analyze the data generated from the system or, if necessary, obtain the services of a professional analyst. Singh advised that analysis of the information did not require specialized skill or training. Singh also advised that the system does not provide acoustic analysis.

Hutchison advised the Committee that a system would likely not be in place for another six to eight months given the process of selecting a system and the time required between order placement and delivery.

5. *Specific Noise Management Issues*

a) *Committee Membership*

Mr. Nelligan is the President of NightPeace but, due to individual schedules, Mr. Gallagher will be the primary NightPeace contact at Committee meetings. Mr. Russell is one of possibly two or three representatives of the farming community in Brant County who are affected by aircraft noise.

b) *Noise Complaints*

- Mrs. Hoimes, Glancaster Road
- Bill Barteis, Book Road West
- Richard Russell
- Judy Lampman, Lancfordshire (sp?) Road
- Don Atkinson, located 10km off runway 12/30
- Herb Winegarden and neighbours, located at end of runway 12/30

c) *General Discussion*

Hutchison began with a synopsis of the significant events leading up the current situation including i) action taken due to noise complaints from the City of Hamilton; ii) runway 12/30 was built and moved the noise from Hamilton to Ancaster; and iii) the flight path for takeoffs on runway 12/30 was changed and required that aircraft turn 260° once it reaches an altitude of 500 feet, ameliorating noise in Ancaster but increasing noise in Brant County. It was suggested that

the changes were politically motivated. Hutchison assured the Committee that decision making is now taken out of the political arena and that any action taken would be to minimize noise impacts for the community as a whole.

Mr. Russell questioned the effectiveness of the noise complaint phone line and Hutchison advised the Committee that once the noise tracking system is implemented, there will be a dedicated phone line connected to it and the handling of complaints should improve.

The issue of overloaded aircraft was brought forward and Mr. Linton and Mr. Aicken both concurred that aircraft gross takeoff weight cannot be exceeded for safety reasons. Mr. Linton also noted that there may be a large variance in noise emissions due to many factors such as weather inversions, wind, temperature, etc.

Mr. Nelligan wanted to know exactly what disciplinary action, if any, has taken place given his record of 960 complaints, 128 of which occurred between the present and February 29, 1996. He stated NightPeace's request that they be forwarded a list of the names of the pilots, carriers, etc. that violated procedures. Hutchison advised that the focus should be in the present, working together to ameliorate the noise impacts. He noted that while he cannot be responsible for the action or inaction in the past, he is responsible for following up on any noise complaints which occurred after July 1, 1996. Mr. Vacirca advised that Transport Canada provides the procedures and that the procedural violations are the responsibility of Transport Canada to deal with the carrier. After some discussion regarding takeoff procedures, Hutchison suggested that, at the next meeting, Mr. Aicken brief the Committee on the correct regulations and procedures that aircraft are required to follow and that Mr. Linton do the same about aircraft operations.

Mr. Nelligan advised the Committee that the Ancaster Town Council had passed a motion to request quarterly reports regarding the noise issue. This request was then passed to the Airport Management Board and, to date, the Town Council has not received a report. Hutchison will pass this request on to the Region.

6. *TradePort's Development Strategy Which May Have Noise Implications*

Hutchison advised the Committee of the following development plans:

- a) extend runway 12/30 as soon as possible
- b) purchase noise tracking equipment as soon as possible
- c) install a passenger loading bridge
- d) extend runway 06/24

A brief discussion regarding use of the runways took place. Hutchison advised that by the year 2000, all aircraft will be required to meet Stage 3 specifications. Mr. Linton added that as of 1995, 25% of a carrier's fleet was required to be Stage 3.

At Mr. Vandenberg's request, Hutchison agreed to bring to the next meeting a report of the number of departures between 11:00 pm and 7:00 am on a busy day. Battaglia presented TradePort's preliminary development vision and informed the Committee that TradePort has committed to the development of a Master Plan and a Land Use Plan. He advised that while the Federal government develops guidelines, the responsibility rests with the municipalities to determine what type of development they will permit. He indicated that TradePort will be going through a process of public consultation in developing the Master Plan, and that the Region would have to agree to adopt the airport vision as part of its official plan.

Battaglia indicated he would forward a copy of the Federal guidelines to the Committee. Mr. Vacirca advised the Committee that the regulations for the planning procedures for airports can be found Publication Number TP1497.

Mr. Kerman noted that there should be agreement on the number of and placement of noise monitors and the Committee Chair concurred. Mr. Kerman also felt that the terms being used (e.g., dosage, DBA, etc.) should be defined and that data obtained from the noise monitoring system should be relayed to local authorities and Hutchison responded that if it required person hours to generate the required data, TradePort would release the data on a cost basis. The issue of procedural violation was again discussed. Geoff confirmed that any agreements resulting from Committee discussions and deliberations will be put in writing. Mr. Kerman indicated that, prior to the implementation of the noise monitoring system, some preliminary studies should be done and that the purchase or lease of 10 sound monitors be investigated in the interim. Hutchison advised that a reasonable expenditure would be considered but he expressed his difficulty in justifying such an expenditure when a \$100,000 plus investment in the noise monitoring system will be made in the near future. Mr. Vacirca added that he does not have the staff to conduct such studies.

Mr. Russell suggested that aircraft noise and the redirection of flight paths should be "shared", something that Geoff advised the Committee is common practice at airports. Mr. Aicken concurred, with the caveat that safety is always the primary concern.

7. *Next Meeting*

Hutchison reminded the Committee that the next meeting will be held on Thursday, August 15 at 9:00 a.m. in the ATB Board Room.

Meeting was adjourned at 12:15 pm.

AIRPORTS

UPDATE

DATE: SUMMER 1996 12/8/96	TO
APGM	
ERS	
FIN/ADMIN	
LEASE/ADMIN	
MARKETING	
MTCE	

ACAP Changes Increase Flexibility!

On June 19, 1996 Treasury Board approved revised eligibility criteria for the Airports Capital Assistance Program (ACAP). Among the changes, Regional/Local Airports that are not owned or operated by Transport Canada but are receiving subsidies are now eligible for ACAP. In addition, ACAP funds will now be available for purchase of heavy airside mobile equipment, safety-related terminal building and groundside improvements and protection of existing assets. The ACAP "Information to Program Applicants" document is currently being updated to reflect the new terms and conditions and should be available in mid-September.

The following airports in the Ontario Region have received ACAP funding approval:

Elliot Lake	Rehabilitation of Taxiway & Associated Works
Kingston	Security Fence, Lighted Guidance Signs, and High Intensity Edge Lighting
Pele Island	Runway Extension & Rehabilitation, and Apron Extension
Moosonee	Installation of ODALS & APAPI and Runway Rehabilitation
Manitouwadge	Pavement & Fencing Rehabilitation, along with other improvements

New Ways to Operate Are Adopted By Ontario Airports

- ➔ Tradeport International began operation and management of Hamilton Airport July 1, 1996 after completing negotiations with the Regional Municipality of Hamilton-Wentworth. Geoff Hutchison is the Managing Director.
- ➔ Management of Oshawa Airport has been put into the hands of Serco Aviation Services. The five-year deal begins September 1, 1996. Well known in the aviation industry, Serco employs 15,000 people and manages 40 airports in 30 countries. They will look after all administrative tasks at the airport, administer commercial leases, oversee financial affairs, supervise airport operations and maintenance and assist the City with marketing, promotion and public relations. The City will still retain policy control over airport operations and management, responsibility for airport planning and capital development and approvals for all leases or contracts. Serco has appointed Jeffrey Huntus as airport manager, currently manager at Niagara District Airport.
- ➔ The Kapuskasing Airport Committee got a boost from the communities of Fauquier, Moonbeam, and Val Rita-Harty who made it known that they wish to become partners with Kapuskasing, should it take control of the federally owned airport. For now the communities will, as partners, sit in on discussions between Kapuskasing and Transport Canada.

Airports Update is produced by the Ontario Region Airports Group to keep our clients and stakeholders informed about activities at airports throughout the region.



Canadian Management Workshop Series sponsored by Georgian College and the International Association of Airport Executives. All workshops are held at the Kempfenfelt Conference Centre in Barrie, Ontario. For more information call IAAE at 703-824-0504.

- August 25 - 30 *Airport Marketing & Public Relations, Airport Ground Transportation, and Airport Noise and Land Use.*
- October 20 - 22 *Canadian Airport Privatization Workshop.*
- Sept. 22-24 Airport Management Conference of Ontario (AMCO)
Annual Conference, Sudbury. For more information contact John O'Hara, AMCO Secretary at (705) 526-8086.

NAP IMPLEMENTATION UPDATE

To date 33 airports across the country have been transferred to local entities and detailed discussions are ongoing in more than 50 communities. Here's what is happening in Ontario.

- Wiarton Airport was successfully transferred May 1, 1996 to The Corporation of the Town of Wiarton.
- The Sault Ste. Marie Airport Development Corporation signed a Letter of Intent for the Sault Ste. Marie Airport on June 21, 1996. The Corporation was founded recently through a combined effort of the Chamber of Commerce, the Community Development Corporation, and the Economic Development Corporation. Its Board of Directors include local representatives from the Chamber of Commerce, the Community Development Corporation, the Economic Development Corporation, employee representatives of the Sault Ste. Marie Airport, the Sault & District Labour Council, and the Public Utilities Commission.
- To date, all Regional/Local Airport Environmental Baseline Studies (EBS) in the Ontario Region are either complete or underway.

If you have any questions or comments, or would like information about Ontario Region Airports, please contact:

<i>Don MacLean, Regional Director General</i>	<i>(416) 952-0489</i>
<i>Eric Larson, Manager, Regional/Local Airport Transfers</i>	<i>(416) 952-0487</i>
<i>Al Ritthaler, Manager, Small Airport Transfers</i>	<i>(416) 952-0502</i>

Ontario Region - Airports Update is a quarterly publication.

Hamilton Airport Noise Management Advisory Committee

Minutes of Meeting

Held: 9:00 am, Thursday, 15 August 1996 in the Boardroom, ATB

Present: G. Hutchison (Chair), Hamilton International Airport
 P. Aicken, Unit Operation Specialist, Hamilton International Airport
 L. Bennetto, Assistant, TradePort
 G. Bryant, Member, Airport Management Board
 J. Furlani, Airport Financial Analyst, Hamilton International Airport
 H. Gallagher, NightPeace
 B. Kerman, NightPeace
 B. Linton, General Manager, Ontario Flightcraft
 S. Lui, Executive Assistant to the President, TradePort
 T. Martin, Unit Manager, Hamilton Control Tower
 M. Vacirca, Regional Director, Air Navigation System
 H. Vandenberg, Community Representative
 S. Zivanic, NightPeace

Regrets: T. Battaglia, President & CEO, TradePort International Corporation
 L. Nelligan, NightPeace
 R. Russell, Community Representative, Brantford

1. *Introduction*

Members were introduced to Laura Bennetto, TradePort. Geoff Hutchison explained that Laura would be responsible for monitoring and responding to noise complaints. Laura will also be involved in the compilation of data relating to noise.

2. *Review and Approval of Minutes of July 18*

Harold Gallagher reiterated the request for aircraft movement reports and Geoff advised, with apologies, that the same was not forwarded to the Committee prior to the meeting along with the Agenda. Aircraft Movement reports for the two weeks ending 28 July, as well as year to year comparisons of noise complaints for the months of June and July and a letter responding to Lonnie Nelligan's enquiry regarding the status of an Ancaster Town Council resolution were attached to the Agenda distributed at the beginning of the meeting.

Bryan Kerman requested and was given clarification on the noise management system's inability to provide "acoustic analysis" (p2, item 4 of the minutes).

Mario Vacirca requested that the word(s) "regulations" be changed to "guidelines" and "planning procedures" be changed to "noise management" (p4, item 6, para. 3 of the minutes).

Subject to the above, the minutes were approved by the Committee.

It was noted that some members did not receive a copy of last meeting's minutes. TradePort committed to sending minutes to everyone.

3. *Noise Issue Quarterly Reports*

Graphs indicating the number of noise complaints and the supporting data will be distributed to the Committee on a quarterly basis as an attachment to the last meeting's minutes. Subject to compliance with the Information and Privacy Act, Geoff will distribute a log of complaints to Committee members. Steve Zivanic asked that graphs be produced which compare complaints to takeoffs and that they focus on night time complaints. Geoff agreed to investigate the feasibility of doing this.

4. *Air Traffic Control Tower Procedures*

Paul Aicken, Deputy Chief, Hamilton Control Tower, gave a presentation on the procedures followed by ATC. A copy of the slides used in this presentation are attached.

Paul explained the noise abatement procedures for Hamilton International Airport (YHM) which pilots must follow for both landings and takeoffs and noted that these procedures cannot be broken except under emergency or extenuating circumstances. Paul advised the Committee that out of approximately 89,000 aircraft movements at YHM in 1995 (movements = landings and takeoffs there were less than five violations recorded. He also explained that the Control Tower's ability to monitor noise abatement procedures depends on the level of complexity and the speed differential of the movements and that, given a high degree of one or the other or both, service may be reduced to runway control. He noted that, on average, the Control Tower cannot provide 100% service 5-10 minutes at a time, three times a week. Paul stressed that the purpose of the Control Tower is not to act as "traffic cops" but rather to give aircraft clearance to do what they want to do when it is safe to do so. Finally, he advised the Committee that the noise abatement regulations for Runway 30R have been revised by Transport Canada to allow greater efficiency and simplicity for the Control Tower and pilots, but that the noise impact does not differ.

5. *Aircraft Movement Report*

The Committee reviewed the reports. Bob Linton noted that there are fewer night flights on Sundays and Mondays than the rest of the week. Henry Vandenberg asked if the Committee could be provided with a comparison between cargo flights at Pearson and at YHM. Geoff noted that, for commercial reasons, TradePort would not likely be able to obtain this type of information. As follow up to the previous Committee meeting, Geoff advised the Committee that Transport Canada's Airport Land Development Guidelines could be obtained through Transport Canada. The publication number is TP11122E.

6. *Aircraft Operations*

Bob Linton, General Manager for Ontario Flightcraft, gave a presentation on the operational aspects of aircraft movements. He confirmed that pilots are required to follow procedures and in fact have those procedures in the cockpit whenever landing or taking off. He advised that the generation of power required to takeoff or land is what generates noise. In general, the larger the aircraft, the greater the weight and the greater the amount of power required, therefore the greater amount of noise it generates. However, advances in technology allow quieter engines to be built which deliver the same amount of power at roughly the same cost but are quieter.

Transport Canada is requiring that all aircraft comply with Stage 3 specifications regarding noise emission by the year 2000 or 2001 (Mario Vacirca will confirm). This requirement will be met in a

stepwise fashion where a percentage of a carrier's fleet must be at Stage 3 spec. by a particular year. Mario will send a copy of the regulations to TradePort for distribution to the Committee. Currently, 25% of Ontario Flightcraft's night fleet are hush kitted to meet Stage 3 spec. Bob noted that the cost of a hush kit for a B727 is approximately \$1.5 million (cost of a B727 is between \$5-10 million) and that a hush kit directly reduces the payload of an aircraft by 500 lbs. (total payload between 40,000-45,000 lbs). The engine modification required will ground an aircraft for one week.

Bob noted that there are four areas in Ontario Flightcraft's operations which impact on noise:

- 1) Vertical Noise Abatement Procedures - the further an aircraft is away from the ground, the less noise impact. An aircraft can either: a) climb to an intermediate level and then enter into cruise climb (more fuel efficient); or b) climb at full power to cruise altitude (less fuel efficient but reaches cruising altitude quicker). OFC uses b) where standard procedures at an airport permit.
- 2) Descent and Landing - procedures are monitored to ensure compliance. A pilot makes a special request to use a particular runway but Bob pointed out that OFC pilots must submit a report detailing the reasons for deviations from the preferred runway if they make such a request.
- 3) Training Program - a strong emphasis is place on noise abatement procedures and sensitivities in OFC's pilot training program. OFC's pilots are also encouraged to use visual approaches and idle reverse thrust whenever possible.
- 4) Monitoring and Follow-up - reported violations by OFC aircraft are immediately investigated and the crew of the aircraft are debriefed within 4-8 hours. usually Reports are then disseminated to all flight crews. Pilots and carriers found in violation of procedures are assessed a fine; pilots' fines range from \$250-\$5000 depending on the violation.

Bryan Kerman asked that chief pilots and managers from the courier companies be invited to attend future Committee meetings. Geoff agreed and suggested that representatives from local municipal planning departments also be invited. Geoff also noted that Edward Haboly, Environmental Special and Chair of the Noise Abatement Committee at Vancouver International Airport, will be attending the next meeting. Representatives of NightPeace suggested an information meeting with Mr. Haboly after the next Committee meeting.

7. Next Meeting

Geoff reminded the Committee that the next meeting will be held on Thursday, September 19, at 9:00 a.m. in the ATB Board Room. He advised the Committee that he hoped to be able to provide an update regarding the purchase of the noise monitoring system at that time and that an agenda for this meeting would sent out to the Committee the week before.

Meeting was adjourned at 12:00 pm.

Next Meeting: Thursday, September 17, 1996

Registration
SOR/95-389 1 August, 1995

AERONAUTICS ACT

Transition to Chapter 3 Aeroplanes Order

The Minister of Transport, pursuant to subsection 4.3(2)* and paragraphs 4.9(b)* and (f)* of the Aeronautics Act and sections 217** and 316*** of the Air Regulations, C.R.C., c. 2, hereby makes the annexed Order respecting the transition to Chapter 3 aeroplanes.

Ottawa, July 25, 1995

DOUGLAS YOUNG
Minister of Transport

ORDER RESPECTING THE TRANSITION TO CHAPTER 3 AEROPLANES

(Air Navigation Order, Series V, No. 35)

Short Title

1. This Order may be cited as the *Transition to Chapter 3 Aeroplanes Order*.

Interpretation

2. In this Order,

"base level" means the original base level of an operator and any subsequent changes to it made pursuant to subsection 6(3) or section 8; (*niveau de base*)

"Canadian" in respect of an operator, means Canadian within the meaning of subsection 67(1) of the *National Transportation Act*, 1987, as amended from time to time; (*canadien*)

"Canadian aeroplane" means an aeroplane registered in Canada; (*avion canadien*)

"Chapter 2 aeroplane" means an aeroplane that does not conform to the noise emission standards set out in Chapter 3 of *ICAO Annex 16, Volume I*, second edition, 1988, or the Stage 3 noise limits set out in section C36.5(a)(3) of Appendix C of Part 36 of the *Federal Aviation Regulations*, published by the Government of the United States, in effect on August 18, 1990; (*avion—chapitre 2*)

"Chapter 3 aeroplane" means an aeroplane that conforms to the noise emission standards set out in Chapter 3 of *ICAO Annex 16, Volume I*, second edition, 1988, or the Stage 3 noise limits set out in section C36.5(a)(3) of Appendix C of Part 36 of the *Federal Aviation Regulations*, published by the Government of the United States, in effect on August 18, 1990; (*avion—chapitre 3*)

"fleet" means the Chapter 2 and Chapter 3 aeroplanes owned, leased or leased out by an operator that are intended for operation in Canada; (*flotte*)

Enregistrement
DORS/95-389 1 août 1995

LOI SUR L'AÉRONAUTIQUE

Arrêté sur la transition aux avions—chapitre 3

En vertu du paragraphe 4.3(2)* et des alinéas 4.9b)* et f)* de la Loi sur l'aéronautique et des articles 217** et 316*** du Règlement de l'Air, C.R.C., ch. 2, le ministre des Transports prend l'Arrêté concernant la transition aux avions—chapitre 3, ci-après.

Ottawa, le 25 juillet 1995

Le ministre des Transports
DOUGLAS YOUNG

ARRÊTÉ CONCERNANT LA TRANSITION AUX AVIONS — CHAPITRE 3

(Ordonnance sur la navigation aérienne, série V, n° 35)

Titre abrégé

1. Arrêté sur la transition aux avions—chapitre 3.

Définitions

2. Les définitions qui suivent s'appliquent au présent arrêté.

« avion canadien » Avion immatriculé au Canada. (*Canadian aeroplane*)

« avion—chapitre 2 » Avion qui ne satisfait pas aux normes d'émission de bruit visées au chapitre 3, volume I, annexe 16 de l'OACI, deuxième édition, 1988, ou aux limites de bruit de niveau 3 visées à l'article C36.5(a)(3) de l'annexe C de la partie 36 du document intitulé *Federal Aviation Regulations*, publié par le gouvernement des États-Unis et ayant pris effet le 18 août 1990. (*Chapter 2 aeroplane*)

« avion—chapitre 3 » Avion qui satisfait aux normes d'émission de bruit visées au chapitre 3, volume I, annexe 16 de l'OACI, deuxième édition, 1988, ou aux limites de bruit de niveau 3 visées à l'article C36.5(a)(3) de l'annexe C de la partie 36 du document intitulé *Federal Aviation Regulations*, publié par le gouvernement des États-Unis et ayant pris effet le 18 août 1990. (*Chapter 3 aeroplane*)

« avion subsonique à turboréacteur » Avion incapable de se maintenir en vol en palier à une vitesse supérieure à Mach 1 et propulsé par turboréacteur ou turbo-soufflante. (*subsonic turbo-jet aeroplane*)

« canadien » Qualifie un utilisateur qui est un Canadien au sens du paragraphe 67(1) de la Loi de 1987 sur les transports nationaux, avec ses modifications successives. (*Canadian*)

* R.S., c. 33 (1st Suppl.), art. 1

** SOR/86-300, 1986 *Canada Gazette* Part II, p. 1094

*** SOR/86-53, 1986 *Canada Gazette* Part II, p. 273

* L.R., ch. 33 (1^{er} suppl.), art. 1

** DORS/86-300, *Gazette du Canada* Partie II, 1986, p. 1094

*** DORS/86-53, *Gazette du Canada* Partie II, 1986, p. 273

(b) the aeroplane is operated as a replacement for an aeroplane that was included as part of the operator's original base level and that was removed from service but was not transferred to another operator; or

(c) the aeroplane was imported from the United States and the operator meets the applicable requirements respecting the phase-in of Chapter 3 aeroplanes set out in Part 91 of the *Federal Aviation Regulations*.

(2) Subsection (1) does not apply in respect of a Chapter 2 aeroplane that is owned by a Canadian operator and that is leased to a foreign operator on the day on which this Order comes into force provided that the aeroplane

(a) was reported as part of the operator's original base level pursuant to subsection 6(1); and

(b) is returned to Canada not later than six months after the date of the expiration of the lease agreement or of any extensions thereof.

Base Level

6. (1) Every operator that, before the date on which this Order comes into force, conducted operations to or from any aerodrome in Canada, and that continues to do so, shall establish an original base level pursuant to subsection (2) and report that original base level to the Minister in writing within 45 days after the day on which this Order comes into force.

(2) An operator establishes an original base level by selecting a date within the period beginning on January 1, 1990 and ending on the date on which this Order comes into force, and the number of Chapter 2 aeroplanes owned, leased or leased out by the operator on that date is equivalent to the operator's original base level.

(3) Every operator that acquires a Chapter 2 aeroplane within the period beginning on March 10, 1992 and ending on the day on which this Order comes into force shall add that aeroplane to the operator's base level.

(4) Notwithstanding subsections (2) and (3), an operator is not required to include in the operator's base level wide-body aeroplanes and aeroplanes in respect of which an exemption has been issued under section 13.

Election to Operate as a New Entrant

7. A Canadian operator that operates in the United States in accordance with Part 91 of the *Federal Aviation Regulations* as a new entrant, as that term is defined in that Part, may elect to operate as a new entrant in Canada provided that the operator notifies the Minister in writing of such election within 45 days after the day on which this Order comes into force.

Transfers of Chapter 2 Aeroplanes and Base Level

8. (1) An operator may transfer legal custody and control of a Chapter 2 aeroplane to another person with or without transferring the amount of base level that corresponds to that aeroplane.

b) l'avion est utilisé en remplacement d'un avion qui inclus dans le niveau de base initial de l'utilisateur, qui retiré du service mais qui n'a pas été transféré à un utilisateur;

c) l'avion a été importé des États-Unis et l'utilisateur satisfait aux exigences applicables relatives à l'augmentation progressive des avions—chapitre 3 visées dans la partie 91 du document intitulé *Federal Aviation Regulations*.

(2) Le paragraphe (1) ne s'applique pas aux avions—chapitre 2 qui appartiennent à un utilisateur canadien et qui sont loués par un utilisateur étranger à la date d'entrée en vigueur du présent arrêté, si les conditions suivantes sont réunies :

a) l'utilisateur a fait état des avions au titre de son niveau de base initial conformément au paragraphe 6(1);

b) les avions seront retournés au Canada au plus tard trois mois suivant la date d'expiration du contrat de location de toute prolongation de celui-ci.

Niveau de base

6. (1) L'utilisateur qui, avant la date d'entrée en vigueur du présent arrêté, a effectué des opérations en partance ou destination d'un aéroport au Canada et qui continue de faire doit établir un niveau de base initial conformément au paragraphe (2) et doit en faire état par écrit au ministre dans les 45 jours suivant la date d'entrée en vigueur du présent arrêté.

(2) L'utilisateur établit son niveau de base initial en choisissant une date au cours de la période commençant le 1^{er} janvier 1990 et se terminant à la date d'entrée en vigueur du présent arrêté, et le nombre d'avions—chapitre 2 dont il est propriétaire, locataire ou locataire à cette date équivaut à son niveau de base initial.

(3) L'utilisateur doit ajouter dans son niveau de base tous les avions—chapitre 2 acquis entre le 10 mars 1992 et la date d'entrée en vigueur du présent arrêté.

(4) Malgré les paragraphes (2) et (3), l'utilisateur n'est pas tenu d'inclure dans son niveau de base les gros porteurs et les avions visés par une exemption accordée en vertu de l'article 13.

Choix d'effectuer des opérations en qualité de nouvel entrant

7. L'utilisateur canadien qui effectue, conformément à la partie 91 du document intitulé *Federal Aviation Regulations*, des opérations aux États-Unis en qualité de nouvel entrant, au sens de cette partie peut choisir d'effectuer des opérations au Canada en qualité de nouvel entrant, à condition d'en aviser le ministre par écrit dans les 45 jours suivant la date d'entrée en vigueur du présent arrêté.

Transferts d'avions—chapitre 2 et du niveau de base

8. (1) L'utilisateur peut transférer la garde et la responsabilité légales d'un avion—chapitre 2 à une autre personne avec ou sans transfert de la partie correspondante du niveau de base.

(2) The Minister shall approve an application made pursuant to subsection (1) if

(a) the operator demonstrates that at least 85 per cent of the aeroplanes used by the operator to conduct operations to or from an aerodrome in Canada will be Chapter 3 aeroplanes on or before October 1, 2001;

(b) the operator demonstrates that each Chapter 2 aeroplane used by the operator to conduct operations to or from an aerodrome in Canada will, as soon as practicable,

(i) be replaced by a Chapter 3 aeroplane, as demonstrated by proof of a firm order to lease or buy the Chapter 3 aeroplane, or

(ii) be converted to a Chapter 3 aeroplane, as demonstrated by proof of a signed contract for such conversion; and

(c) it is in the public interest.

(3) The duration of an exemption issued pursuant to this section shall be determined by the Minister, based on the material provided by the operator in connection with the application and on the time needed by the operator to modify the composition of the operator's fleet, but no exemption shall be issued pursuant to this section that would permit the operation of a Chapter 2 aeroplane after December 31, 2003.

Northern Operations Exemption

13. (1) A Canadian operator may apply to the Minister in writing for an exemption from the requirements of paragraph 4(a) and section 10 that would allow the operator to operate one or more Chapter 2 aeroplanes for the purpose of northern operations.

(2) The Minister shall issue an exemption referred to in subsection (1) provided that

(a) the application sets out

(i) a description of the aeroplanes in respect of which the exemption is sought,

(ii) the northern communities to be served by those aeroplanes, and

(iii) the aerodromes at which the aeroplanes will take off or land;

(b) the aeroplanes are suitable for operation on gravel runways; and

(c) it is in the public interest.

14. A Canadian operator may operate a Chapter 2 aeroplane, in respect of which an exemption has been issued pursuant to section 13 to conduct northern operations at aerodromes located in the area that is south of the designated area, as that term is defined in subsection 67(1) of the *National Transportation Act, 1987*, provided that

(a) the operator uses, during any one flight, no more than three aerodromes located in the area south of the designated area; or

(b) the aeroplane is being operated on a ferry flight to a maintenance facility.

(2) Le ministre agré la demande faite en vertu du paragraphe (1) si les conditions suivantes sont réunies :

a) l'utilisateur démontre qu'au 1^{er} octobre 2001 ou avant date au moins 85 pour cent des avions qu'il utilisera effectuer des opérations en partance ou à destination d'un aérodrome au Canada seront des avions—chapitre 3;

b) l'utilisateur démontre que chaque avion—chapitre 2 qu'il utilise pour effectuer des opérations en partance ou à destination d'un aérodrome au Canada sera dans les plus brefs délais possibles :

(i) soit remplacé par un avion—chapitre 3, attesté par un justificatif d'une commande ferme de location ou d'achat de l'avion—chapitre 3,

(ii) soit converti en avion—chapitre 3, attesté par un justificatif d'un contrat de modification signé en vue d'une telle conversion;

c) l'intérêt public le justifie.

(3) La durée de l'exemption accordée en vertu du présent article doit être déterminée par le ministre d'après la documentation fournie par l'utilisateur à l'appui de sa demande et d'après le temps dont a besoin l'utilisateur pour modifier la composition de sa flotte. Aucune exemption n'est accordée en vertu du présent article dans le cas où elle aurait pour effet de permettre l'utilisation d'un avion—chapitre 2 après le 31 décembre 2003.

Exemption pour les opérations dans le Nord

13. (1) L'utilisateur canadien peut demander par écrit au ministre une exemption de l'application de l'alinéa 4a) et de l'article 10 qui lui permettrait d'utiliser un ou plusieurs avions—chapitre 2 pour effectuer des opérations dans le Nord.

(2) Le ministre accorde l'exemption visée au paragraphe (1) si les conditions suivantes sont réunies :

a) la demande d'exemption contient les renseignements suivants :

(i) une description des avions en cause,

(ii) les collectivités du Nord qui seront desservies par ces avions,

(iii) les aérodromes d'où les avions vont décoller et où ils vont atterrir;

b) les avions peuvent être utilisés sur une piste de gravier;

c) l'intérêt public le justifie.

14. L'utilisateur canadien peut utiliser un avion—chapitre 2 visé par une exemption accordée en vertu de l'article 13 pour effectuer des opérations dans le Nord aux aérodromes situés au sud de la zone désignée au sens du paragraphe 67(1) de la *Loi de 1987 sur les transports nationaux*, si l'une des conditions suivantes se réalise :

a) au cours de tout vol, l'utilisateur fait usage d'au plus trois aérodromes situés au sud de la zone désignée;

b) l'avion fait un vol de convoyage à destination d'une installation d'entretien.

As of January 1994, the fleet of Canadian registered aircraft, to which this order applies, consisted of 138 Chapter 3 aeroplanes, 112 Chapter 2, and two NNC. This order phases out the operation of Chapter 2 and NNC aeroplanes. For the purposes of this order, NNC aeroplanes are treated as Chapter 2 aeroplanes.

Commencing December 31, 1995, subsonic turbo-jet aeroplanes that have a MCTOW of 34 000 kg (74,956 lb.), or greater, which do not meet Chapter 3 standards, will begin to be phased out of operation at Canadian aerodromes.

After April 1, 2002 all jet aeroplanes that have a MCTOW of 34 000 kg (74,956 lb.), or greater, will be required to meet Chapter 3 standards in order to operate at Canadian aerodromes. Exemptions will be granted for aeroplanes serving aerodromes in northern Canada.

This order also restricts the importation of Chapter 2 and NNC aeroplanes. Chapter 2 aeroplanes may be imported from the United States provided that the operator of the aeroplane meets the American *Federal Aviation Regulations*, Part 91 Chapter 3 aeroplane phase-in compliance dates.

ICAO supports a phase-out of noisier jet aeroplanes in response to concerns from member states that have been facing increased public intolerance to aircraft noise. The United States and the European Economic Community presently have regulations in force to phase out noisier jet aeroplanes. Those regulations apply to foreign operators operating in Europe or in the United States.

Alternatives

Maintaining the status quo is an alternative that was considered and found to be unacceptable.

The Air Transport Association of Canada (ATAC), which represents the Canadian operators of jet aeroplanes that will be affected by this order, supports a national phase-out of Chapter 2 and NNC aeroplanes. Due to existing foreign regulations, Canadian operators with destinations in Europe or the United States are obliged to replace their Chapter 2 aeroplanes with Chapter 3 aeroplanes in accordance with schedules that are stricter than the schedules contained in this order.

Given the existing foreign regulations regarding noisier aeroplanes and the support of the airline operators, this order is the only practical alternative to the status quo.

At this time, there are no Chapter 3 aeroplanes that are certified for operations from the type of shale and gravel runways that exist in northern Canada. Consequently, the order permits operators to apply for an exemption for these aeroplanes to allow them to continue to operate in northern Canada.

Depuis janvier 1994, la flotte des aéronefs, à laquelle s'applique le présent arrêté, immatriculés au Canada comprend 138 avions—chapitre 3, 112 avions—chapitre 2 et deux avions qui n'ont pas de certification acoustique. Le présent arrêté vise à réduire l'utilisation des avions—chapitre 2 et des avions qui n'ont pas de certification acoustique. Pour l'application du présent arrêté, les avions qui n'ont pas de certification acoustique sont compris dans les avions—chapitre 2.

À partir du 31 décembre 1995, les avions subsoniques dont la MMHD est de 34 000 kg (74 956 livres) ou plus et qui ne satisfont pas aux normes du chapitre 3 seront retirés progressivement des aéroports canadiens.

Après le 1^{er} avril 2002, tous les avions à réaction dont la MMHD est de 34 000 kg (74 956 livres) ou plus devront satisfaire aux normes du chapitre 3 pour pouvoir être utilisés dans les aéroports canadiens. Des exemptions seront accordées, lorsque les exigences de l'arrêté sont satisfaites, aux avions qui effectuent des opérations aux aéroports situés dans le Nord du Canada.

Le présent arrêté limite également l'importation des avions—chapitre 2 et des avions qui n'ont pas de certification acoustique. Les avions—chapitre 2 peuvent être importés des États-Unis en autant que l'utilisateur satisfait aux échéances relatives à l'augmentation progressive visées dans la partie 91 du document américain intitulé *Federal Aviation Regulations*.

L'OACI appuie la décision de réduire progressivement l'utilisation des avions à réaction les plus bruyants prise à la suite de recommandations faites par les États membres relativement à l'intolérance grandissante du public face au bruit des aéronefs. Les États-Unis et la Communauté économique européenne ont une réglementation en vigueur visant à réduire progressivement l'utilisation des avions à réaction les plus bruyants. Cette réglementation s'applique aux utilisateurs étrangers effectuant des opérations en Europe ou aux États-Unis.

Solutions envisagées

On considère que le maintien du statu quo est une solution inacceptable.

L'Association du transport aérien du Canada (ATAC), qui représente les utilisateurs canadiens d'avions à réaction touchés par le présent arrêté, appuie la décision nationale de réduire progressivement l'utilisation des avions—chapitre 2 et des avions qui n'ont pas de certification acoustique. Les utilisateurs canadiens qui effectuent des vols vers l'Europe ou les États-Unis seront obligés de remplacer leurs avions—chapitre 2 avec des avions—chapitre 3 conformément à des calendriers qui sont plus sévères que ceux visés dans cet arrêté étant donné la réglementation étrangère existante.

Le présent arrêté est la seule solution de rechange pratique au statu quo étant donné la réglementation étrangère existante relative aux avions les plus bruyants et l'appui des exploitants aériens.

En ce moment, il n'existe aucun avion—chapitre 3 homologué pour effectuer des opérations à partir des pistes de schiste et de gravier qui sont utilisés dans le Nord du Canada. Par conséquent, l'arrêté permet aux utilisateurs de faire une demande d'exemption pour les avions dans le but de poursuivre leur utilisation dans le Nord du Canada.

nized. Because of the number of operators that operate in both the United States and Canada, the Canadian rules have been harmonized, to the greatest extent possible, with those of the United States.

In response to the request from the industry for simplified paperwork requirements, the order was revised to replace the three separate annual reports with a single, comprehensive report.

The restrictions against loading and unloading passengers and cargo from Chapter 2 aeroplanes operating in northern Canada have been removed. When the issue was reviewed, it was determined that the restriction would not only be difficult to enforce, but that it might have actually resulted in increased noise levels at affected aerodromes. If aeroplanes had been prohibited from loading and unloading passengers and cargo in southern Canada on the way to the North, additional aircraft would have been required to handle the business that the Chapter 2 aeroplanes could not conduct. Aircraft exempted from the order for northern operations must be equipped for operation on gravel runways.

Finally, the order has been revised to permit ferry flights for maintenance of aeroplanes conducting northern operations.

Several operators requested changes to the Chapter 2 phase-out schedule for cargo operations. The changes to the importation restrictions address the operators' concerns respecting the perceived inequity between Canadian and American operators. Any further changes to the compliance schedule were rejected because they would have created greater inequity between the American and Canadian rules.

One operator requested that the exemption of wide-body aeroplanes from calculations of fleet composition be extended to narrow-body aeroplanes as well. The exemption for wide-body aeroplanes is included in the order. It was included in the ICAO resolution in recognition of the fact that these aeroplanes are all equipped with high-bypass-ratio engines. Exempting narrow-body aeroplanes, which are equipped with low-bypass-ratio engines, would have been inconsistent with the intent of the order.

One operator requested that the order guarantee 25 years of service after initial certification for any aeroplane, since this was included in the ICAO resolution respecting the phase-out of Chapter 3 aeroplanes. This proposal was considered but rejected. Although the guarantee would be beneficial for some Canadian operators, it would decrease the effectiveness of the order in Canada. Also, the American regulations do not contain any provision guaranteeing 25 years of service.

Finally, one operator questioned whether the order would permit fleet composition calculations resulting in fractions to be rounded up to allow an operator to continue using a Chapter 2 aeroplane. The order was reviewed and it was confirmed that the present wording gives an operator the option of rounding calculations up or down, as the operator chooses.

été assujettis à deux calendriers d'application différents si le calendrier de l'arrêté n'aurait pas fait l'objet d'une harmonisation. Étant donné le nombre d'utilisateurs qui effectuent des opérations aux États-Unis et au Canada, les exigences canadiennes ont été harmonisées, dans la plus grande mesure du possible, à celles des États-Unis.

L'arrêté a été révisé pour remplacer les trois rapports annuels distincts par un seul rapport annuel afin de satisfaire à la demande de l'industrie de simplifier la paperasserie.

La restriction des avions—chapitre 2 effectuant des opérations dans le Nord du Canada pour l'embarquement et le débarquement des passagers ainsi que du fret, a été enlevée. Lorsque nous avons revu ce point, il a été décidé que la restriction serait non seulement difficile d'être mise en application mais qu'elle serait susceptible de résulter en une augmentation du niveau de bruit aux aérodromes visés. S'il est interdit d'effectuer l'embarquement et le débarquement des passagers ainsi que du fret dans le Sud du Canada lorsque les avions se rendent dans le Nord, des aéronefs supplémentaires auraient été nécessaires pour la conduite des affaires puisque l'interdiction d'effectuer des opérations visait les avions—chapitre 2.

Finalement, l'arrêté a été révisé afin de permettre les vols de convoyage vers une installation de maintenance lorsque les avions effectuent des opérations dans le Nord.

Plusieurs utilisateurs ont demandé des changements à l'annexe sur la réduction progressive des avions—chapitre 2 pour les opérations de fret. Les changements apportés aux restrictions sur l'importation solutionnent les points soulevés, par les utilisateurs, concernant l'injustice perçue entre les utilisateurs canadiens et américains. Quant aux autres changements relatifs au calendrier d'application, ils ont été rejetés car ils auraient créés davantage d'injustice entre les exigences canadiennes et américaines.

Un utilisateur a demandé que l'exemption accordée aux gros porteurs, quant au pourcentage de la flotte, soit étendue aux avions plus petits. L'exemption accordée aux gros porteurs est comprise dans l'arrêté. Cette dernière était comprise dans la résolution de l'OACI afin de tenir compte du fait qu'ils sont munis de moteurs ayant un ratio élevé d'atténuation de bruit. Ainsi, en accordant une exemption aux avions plus petits munis de moteurs ayant un ratio peu élevé d'atténuation de bruit, l'intention de l'arrêté aurait été compromise.

Un utilisateur a demandé que l'arrêté puisse garantir 25 années de service pour tout avion qui a fait l'objet d'une homologation initiale car cette exigence sur la réduction progressive des avions—chapitre 3 était comprise dans la résolution de l'OACI. Cette proposition a été considérée mais elle a été exclue. Bien que la garantie soit avantageuse pour certains utilisateurs canadiens, elle aurait diminuée l'efficacité de l'arrêté au Canada. De plus, la réglementation américaine ne fait mention d'aucune disposition garantissant 25 années de service.

Enfin, un utilisateur a soulevé le point que l'opération consistant à arrondir la fraction pourrait permettre à un utilisateur de continuer à utiliser un avion—chapitre 2. À cet égard, l'arrêté a été revu et le libellé actuel permet à l'utilisateur de choisir d'arrondir les pourcentages au nombre entier supérieur ou inférieur.

960115 CYHM HAMILTON
CYHM WILMINGTON PDBS

1. HAMILTON SIX DEP - DEPARTURE ROUTE DESCRIPTION

DELETE: RUNWAY 30R : ENTIRE DEPARTURE ROUTE DESCRIPTION

ADD: NEW SID (VECTOR)

GLANBROOK ONE DEP (GLAN 1.)

RUNWAY 30R CLIMB ON RWY HDG TO 1300 FT ASL. TURN LEFT HDG

260 DEG. EXPECT RADAR VECTORS TO ASSIGNED ROUTE.

MAINTAIN 4000 FT ASL.

2. HAMILTON NOISE ABATEMENT PROCEDURES

DEPARTURE

RUNWAY 30R

DELETE: ENTIRE PROCEDURE

REPLACE WITH: CLIMB ON RWY HDG TO 1300FT ASL. TURN

LEFT HDG 260 DEG TILL ABEAM "A" NDB. NO RIGHT TURN

BELOW 4000FT ASL.

960117 CYHM HAMILTON

CYHM VASIS RWY 12R U/S

TIL 9608312100

960118 CYHM BRANTFORD

CYFD OBST LGT U/S TOWER 4314N 8034W (APRX 10 NM NW AIRPORT)

250 FT AGL 1275 MSL TIL 9608161800

960119 CYHM BURLINGTON AIRPARK

OBST LGT U/S TOWER 4321N 7952W (APRX 4 NM SSW AIRPORT)

250 FT AGL 1206 MSL TIL 9608262000

960142 CYKF KITCHENER-WATERLOO-GUELPH REGIONAL

YWT- DME CH97 U/S 9608151400

TIL 9608151800

1.1.3 Transport Canada Aviation Regions



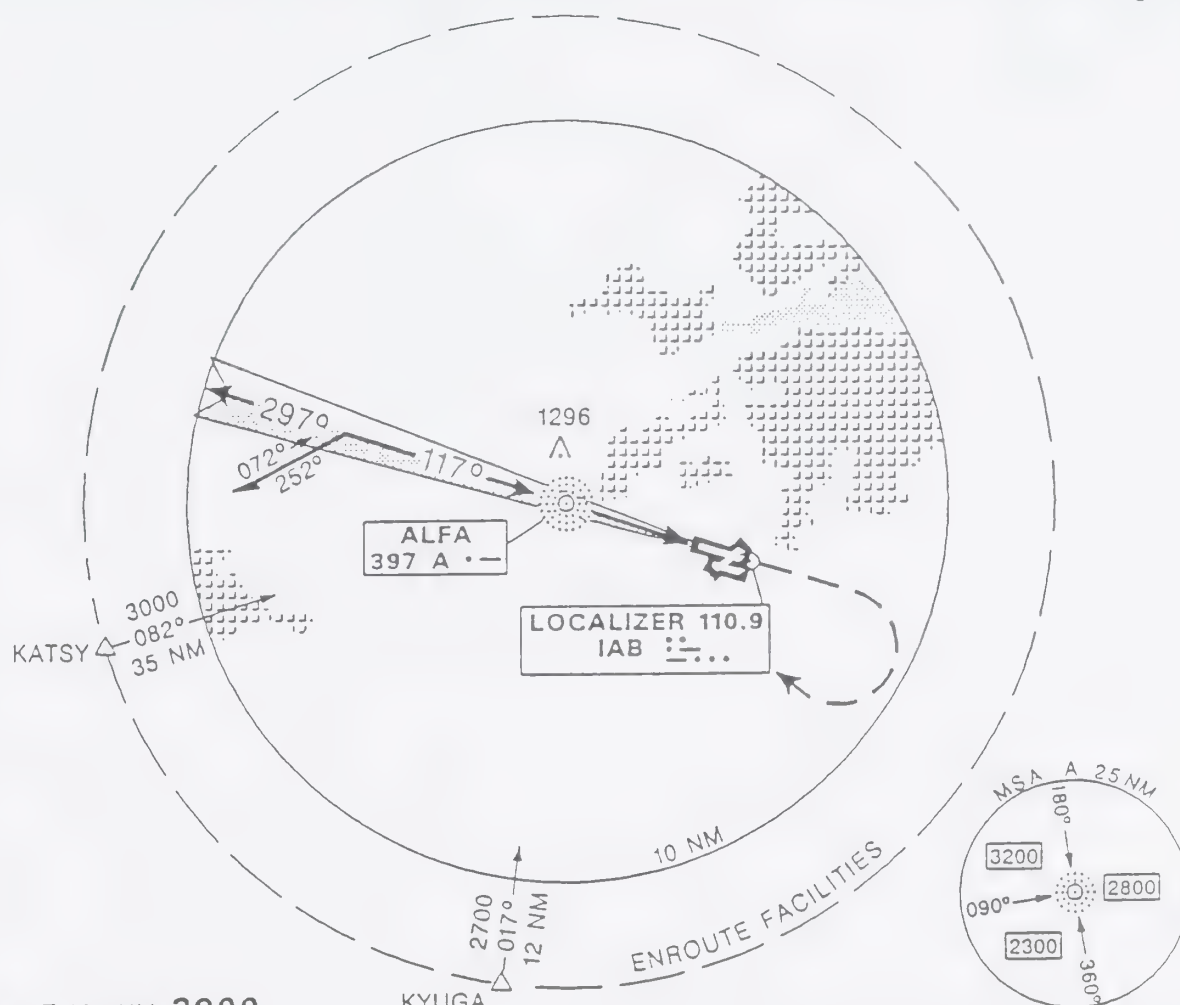
ILS or NDB RWY 12L

Geomatics Canada

HAMILTON
HAMILTON ONTARIO

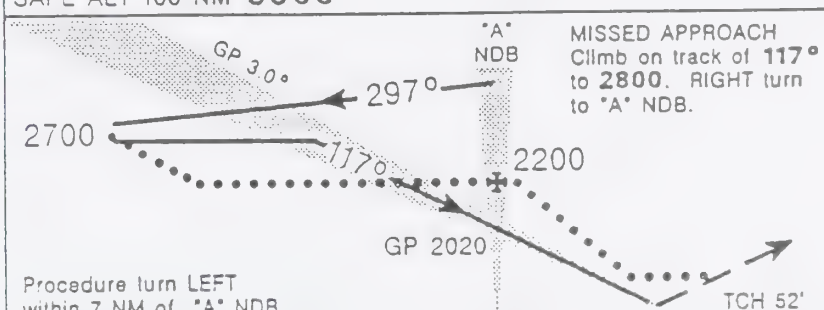
ATIS 128.1	ARR TOWER	TWR 125.0 308.475	GND 121.6 398.125	DEP TORONTO CTR 133.3 290.8	ELEV 780 TDZE 12L 780
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CYHM

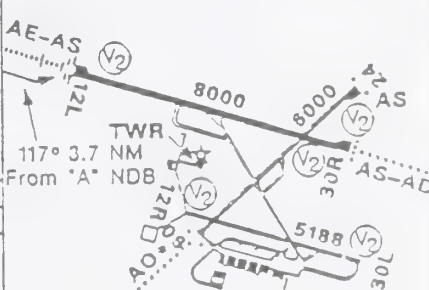


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SAFE ALT 100 NM 3900



Rwys 12R-30L & 06-24 150' wide.
Right hand circuits on rwys 12R & 30R



CATEGORY	A	B	C	D
ILS	980	(200)	1/2 RVR 26	
LOC	1160	(380)	1 RVR 50	
NDB	1220	(440)	1 RVR 50	
CIRCLING	1280 (500) 1 1/2	1280 (500) 2	1380 (600) 2	

FAF to threshold 3.7 NM					
Knots	70	90	110	130	150
Min:Sec	3:10	2:28	2:01	1:42	1:29

ILS or NDB RWY 12L

N43 10 19 W79 55 53

VAR 3° W

HAMILTON ONTARIO
HAMILTON

EFF 29 96

NGE: P L disp

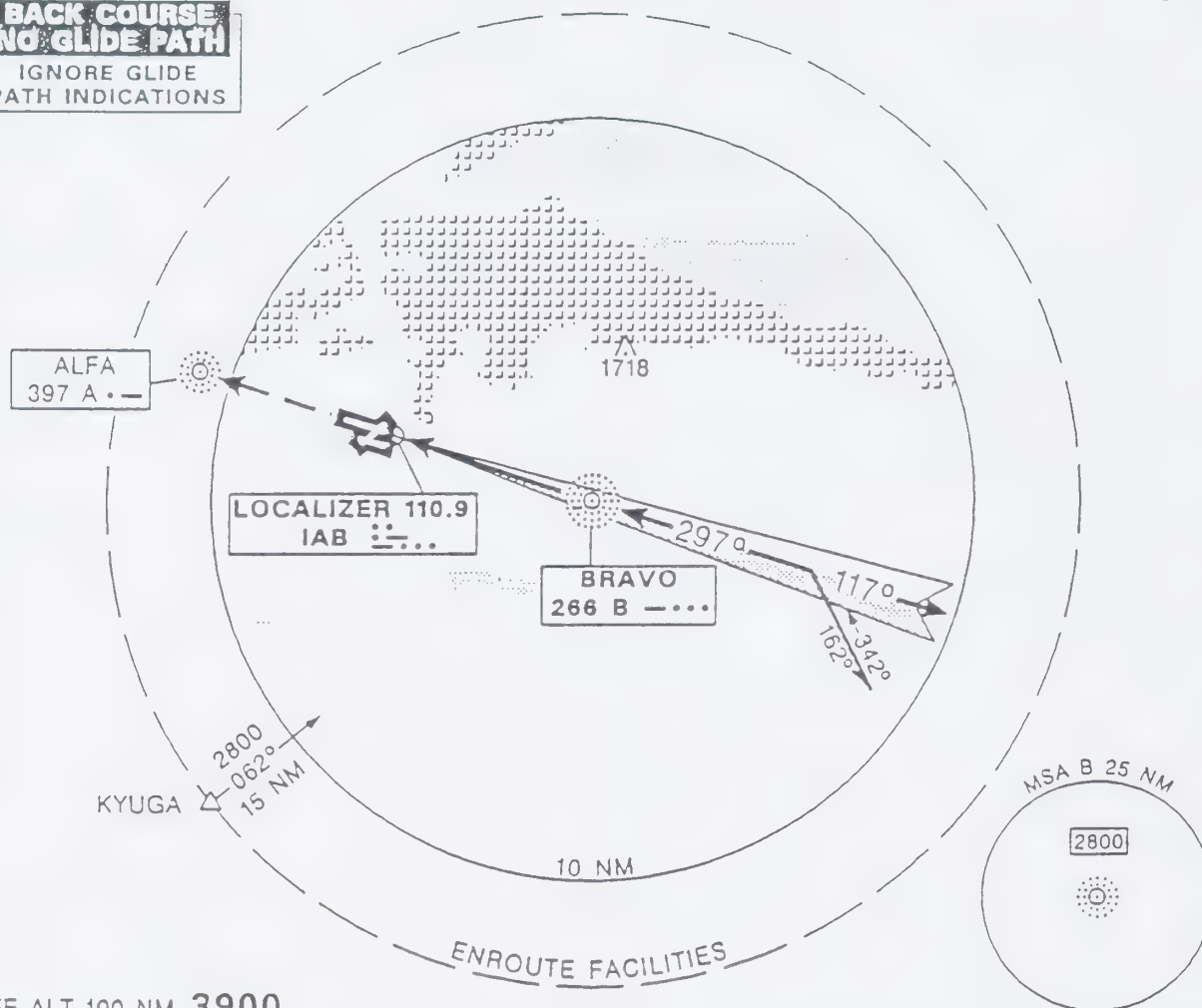
NAD83

HAMILTON
HAMILTON ONTARIO

ATIS 128.1	ARR TOWER	TWR 125.0 308.475	GND 121.6 398.125	DEP TORONTO CTR 133.3 290.8	ELEV 780 TDZE 30R 772
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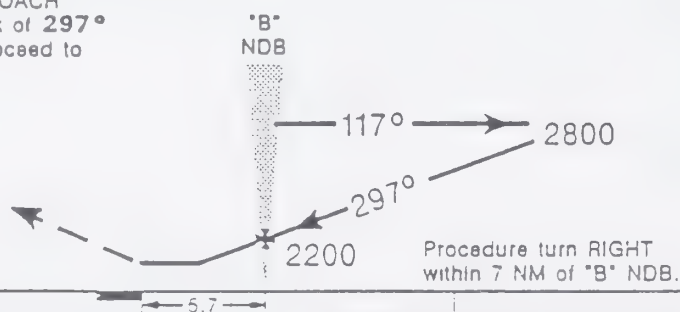
CYHM

BACK COURSE
NO GLIDE PATH
IGNORE GLIDE
PATH INDICATIONS

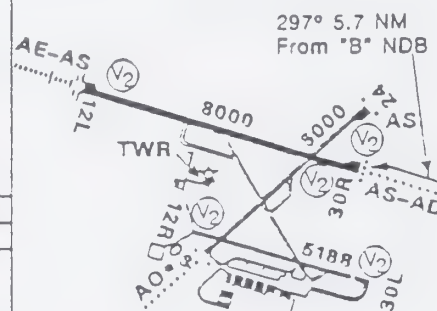



SAFE ALT 100 NM 3900

MISSED APPROACH
Climb on track of **297°**
to **2800**. Proceed to
"A" NDB



Rwys 12R-30L & 06-24 150' wide.
Right hand circuits on rwys 12R & 30R



<div style="text-align: center;">  </div>				
CATEGORY	A	B	C	D
LOC(BC)	1160		(388)	1
NDB	1200		(428)	1
CIRCLING	1280	(500) 1 1/2	1280 (500) 2	1380 (600) 2

3 NDB to threshold 5.7 NM

Knots	70	90	110	130	150
Min:Sec	4:53	3:48	3:06	2:38	2:17

LOC(BC) or NDB RWY 30R

1143 10 19 WY79 55 53

N. 2° 30' W.

HAMILTON ONTARIO
HAMILTON

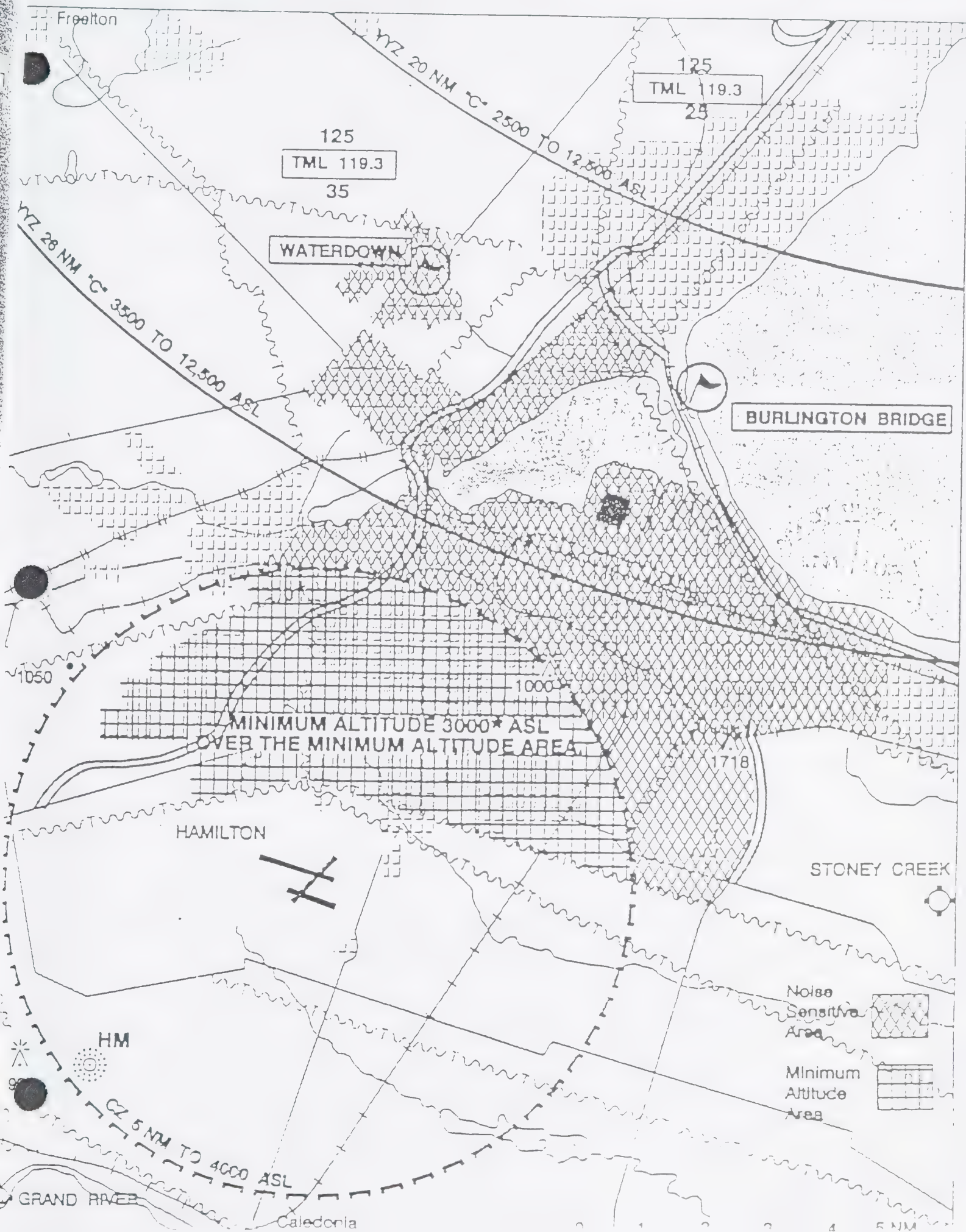
EF= 29 FEB 96

CHANGE: Rwy 30L displaced

55

44033 +

AMILTON VFR TERMINAL PROCEDURES CHART



ATIS 128.1
GND 121.6
TWR 125.0
DEP TORONTO
CENTRE 133.3

CLIMB TO AND
MAINTAIN 3000' ASL.

VAR 9° W

LONDON
117.2 YXU
Ch 119
N43 02.3
W81 08.9

AYLMER
114.2 YQO
Ch 89
N42 42.4
W80 53.3

WATERLOO
115.0 YWT
Ch 97
N43 27.5
W80 22.8

ALFA
397 A
N43 11.8
W80 01.7

TORONTO
112.15 YYZ
Ch 58(Y)
N43 39.5
W79 37.9

OSHAWA
391 OO
N43 55.3
W78 54.0

BRAVO
266 B
N43 08.7
W79 47.6

HAMILTON
221 HM
N43 07.3
W80 00.4

ERIE
109.4 ERI
Ch 31
N42 01.0
W80 17.6

BUFFALO
116.4 BUF
Ch 111
N42 55.7
W78 38.8

14 DME

Hdg
260°

R-155

117°

Chart not to scale

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DEPARTURE ROUTE DESCRIPTION

Runways 12L:

Climb on track of 117° till "B" NDB and 3000' ASL. Expect radar vectors to assigned route or depicted fix.

Runway 30R:

CLEARED VIA YWT, YYZ or OO.

Climb on runway hdg to 1300' ASL. Turn left hdg 260° to intercept and maintain YWT R-155 inbound to 14 DME. Expect radar vectors to filed or assigned route. Maintain 3000' ASL.

CLEARED VIA YXU, YQO, ERI or BUF.

Climb on runway hdg to 1300' ASL. Turn left hdg 260°. Expect radar vectors to assigned route. Maintain 3000' ASL.

Runways 12R, 06, 24, 30L:

Climb on runway hdg to 3000' ASL. Expect radar vectors to filed or assigned route.

NOTE: Noise abatement procedures in effect.

COMMUNICATION FAILURE

On recognition of communication failure 5 minutes or less after take-off and in IFR weather conditions, proceed as follows:

1. transpond Mode A/3 Code 7600;
2. proceed directly on course;
3. maintain last assigned altitude for 5 minutes after recognition of failure;
4. climb to flight plan altitude.

If communication failure occurs more than 5 minutes after take-off, comply with the appropriate procedure for communication failure enroute.

NOISE ABATEMENT PROCEDURES

GENERAL

Pursuant to Air Regulation 521(c) and ANO Series II, No 27, the following procedures apply at Hamilton Airport.

DEPARTURE

RWY	VNAP
ALL RWYS	A or B

Departures not permitted on Rwy 06, between 2300 hours and 0700 hours local time unless authorized by Airport General Manager.

Runway 12L:

Climb on track of 117° till "B" NDB and 3000' ASL.

Runway 30R:

CLEARED VIA YWT, YYZ or OO.

Climb on rwy hdg to 1300' ASL. Turn left 260° to intercept and maintain YWT R-155 inbound to 14 DME or 5000' ASL.

CLEARED VIA YXU, YQO, ERI or BUF.

Climb on rwy hdg to 1300' ASL. Turn left hdg 260° till abeam "A" NDB.

Remaining runways - Climb on runway heading to 3000' ASL before proceeding on course.

ARRIVAL

Arrivals not permitted on, and approaches not permitted to, Rwy 24 between 2300 hours and 0700 hours local time unless authorized by the Airport General Manager.

VISUAL ARRIVALS:

1. Intercept final approach at or outside the final approach fix or 4 NM from the threshold where there is no final approach fix.
2. Remain on or above ILS glide slope or assumed 3° glide path.
3. Maintain 3000' ASL or last assigned altitude until established on final.

PREFERENTIAL RUNWAYS

Between 2300 hours and 0700 hours local time, consistent with safety of operations, ATC will assign runways in the following order of priority.

DEPARTURES	ARRIVALS
1. 24	1. 06
2. 12L	2. 30R
3. 30R	3. 12L

REVERSE THRUST

Consistent with safety of operations, pilots should minimize reverse thrust when using Rws 12L and 30R

TRAINING FLIGHTS

Training flights not permitted between 2300 hours and 0700 hours local time unless authorized by the Airport General Manager.

INQUIRIES

Contact the Airport General Manager at (905) 579-4151 between 0900 hours and 1700 hours local time.

HAMILTON ONT (Cont'd)

COMM	<p>ATIS 128.1</p> <p>GND 121.6 398.125</p> <p>TWR 125.0 119.7 308.475 (E)</p> <p>PAL Toronto Ctr 133.3 135.625 290.8</p> <p>VDF 125.0 133.3 121.6 (V)</p>
NAV	<p>NDB HM 221 (L) N43 07 16 W80 00 24 058° 4.2NM to A/D</p> <p>A 397 (L) N43 11 50 W80 01 43 117° 3.7NM to A/D</p> <p>B 266 (L) N43 08 39 W79 47 38 297° 5.7NM to A/D</p> <p>ILS IAB 110.9 (Rwy 12L-30R) RVR</p>
PRO	<p>IFR tng flts are to ctc Toronto flow CTL 800-268-4831 2 hrs prior to ETD for possible delays. VFR tfc outside CZ watch for IFR practice apch acft oprg in vic of all extended rwy ctr lines. Rgt hand circuits rwys 12R & 30R.</p> <p>Noise Abatement:</p> <p>RESTRICTIONS</p> <p>Pursuant to ANO Series II, No. 27 <i>the Aircrafts Operating Criteria Noise Restrictions</i> Order the following restrictions are in effect.</p> <ol style="list-style-type: none"> 1. Tng flts PPR fr APM btwn 23-07 hrs lcl. 2. Dep rwy 06 PPR fr APM btwn 23-07 hrs lcl. 3. Arr & apch rwy 24 PPR fr APM btwn 23-07 hrs lcl. <p>PROCEDURES</p> <p>Pursuant to ANO Series II, No. 27 <i>the Aircrafts Operating Criteria Noise Restrictions</i> Order the following procedures are in effect.</p> <ol style="list-style-type: none"> 1. Circuit alt 2500 ASL for turbo-prop & turbo-jet acft. 2. Rgt hand circuits rwy 12L btwn 23-07 hrs lcl. 3. The min alt for the ops of an acft 26,000 Kg & over (max cert gross tkof wt) is 3000 ASL over the Minimum Altitude Area (depicted on VTPC) exc on final apch to rwy 24, after tkof fr rwy 6, or circling to land after conducting an inst apch pro. 4. Departures btwn 23-07 hrs lcl for <u>All Aircraft</u>: <ul style="list-style-type: none"> Rwy 12L - Climb on track of 117° till "B" NDB & 3000 ASL, (wx permitting). Rwy 30R - All Aircraft proceeding N of the extended Rwy Centerline: Climb on rwy hdg to 1300 ASL. Turn left 260° to intercept & maintain YWT (Waterloo VOR/DME) Radial 155 inbound to 14 DME or 5000 ASL (wx permitting). - All other acft: Climb on rwy hdg to 1300 ASL. Turn left hdg 250° till abeam "A" NDB (wx permitting). <p>Remaining Runways - Climb on rwy hdg to 3000 ASL (wx permitting) before proceeding on course.</p>

The New Transportation Agency

OTTAWA, July 2, 1996 -- Today marks the first day of operation of the new Canadian Transportation Agency (CTA). It replaces the National Transportation Agency as a result of the proclamation of the *Canada Transportation Act* on July 1, 1996.

The CTA, like its predecessor, is a quasi-judicial tribunal which is headed by Mrs. Marian Robson who has just recently been appointed as its Chairperson and Chief Executive Officer. Other members of the CTA are Jean Patenaude, as vice-chair, Richard Cashin and Keith Penner.

The mandate of the CTA continues to be that of the economic regulator and decision-maker with respect to transportation services under federal jurisdiction. Its responsibilities include the issuance of licences to air carriers and railways, a dispute resolution power over various Air, Rail and Marine transportation rate and service matters and the determination of the annual maximum rate scale for western grain movements. The CTA continues to have powers to remove undue obstacles to the mobility of travellers with disabilities in the federally regulated transportation network.

The CTA also has effective enforcement powers including the ability to levy fines for non compliance and cost recovery powers allowing it to charge for services such as the issuance of licences and permits. In carrying out its duties, the CTA may inquire into air licensing matters and conduct inquiries necessary to determine complaints before it on others matters.

The new legislation reforms and modernizes regulation formerly established by the *National Transportation Act, 1987* and the *Railway Act*. Some of the key components are:

- a more commercially oriented process for railway companies to sell or lease surplus rail lines to new operators, rather than discontinue service;
- continued protections for shippers using railways that would ensure adequate levels of service at competitive prices;
- further deregulation of the domestic air sector by removing the residual regulation in the north;
- the exclusion of regulation from the following sectors: motor vehicle transport, northern marine resupply services, commodity pipelines, and mergers and acquisitions.

It also provides some new consumer protection by:

- requiring that Canadian carriers proposing to enter the domestic and international air passengers markets with large or medium aircraft meet minimum financial requirements,
- prohibiting airlines from advertising or selling tickets prior to obtaining a licence.

The new legislation requires that decisions on all matters be rendered in a timely manner and no later than 120 days after receipt of an application.

The head office of the Canadian Transportation Agency remains in the National Capital Region.

-30-

INFORMATION: Mark E. Gromoll (819) 994-0775

Information kit available upon request.



HAMILTON INTERNATIONAL AIR SHOW FOUNDATION

2.2(i)

150 KING STREET EAST, SUITE 416
HAMILTON, ONTARIO, L8N 1B2
BUS: (905) 528-4425 FAX: (905) 528-8499

HAMILTON AIRPORT
File No. *July 16/96*

DAY	DISPLAY DATES	REF. TO
	June 14, 15, 1997	
APGM	✓ <i>[initials]</i>	
ERS	✓ <i>[initials]</i>	
PERMISSION	✓ <i>GF</i>	
LEASE PERMIT	✓ <i>HA</i>	
MARKETING		
INTER	✓ <i>[initials]</i>	
OPERATOR	✓ <i>[initials]</i>	
SECURITY	✓ <i>[initials]</i>	

July 12, 1996

BARRY
cc to all
involved *for* with
my thanks also.

Mr. Geoff Hutchison
Hamilton International Airport
Airport Management Office
Suite 2206, Air Terminal Bldg.
9300 Airport Road
Mount Hope, ON
L0R 1W0

Dear Sir:

I am writing to you to express my sincere gratitude for the co-operation I received in the operations of set-up and tear-down for the 1996 Air Show.

There are many parties that I work with at the Airport. Over the past years, a good working relationship has been established that is sensitive to the rules, regulations, mandates and requirements.

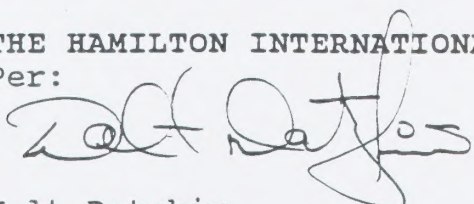
I would specifically like to thank Mr. Barry MacSween and his staff for his input, advice and trust, Dave Englebrecht, Maintenance Foreman, and his staff for their assistance and the use of their equipment, Mr. Paul Aicken and the ground traffic controllers for accessibility to restricted areas and last but not least, Supervisor, Ed Bourdon, for the required clearance and permits for security.

The above individuals assisted and supported myself in making the Air Show the high calibre show it is today. I appreciate their trust and commend them for their efforts.

Sincerely,

THE HAMILTON INTERNATIONAL AIR SHOW FOUNDATION

Per:



Walt Datzkiw
Site Set-up Co-ordinator



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